

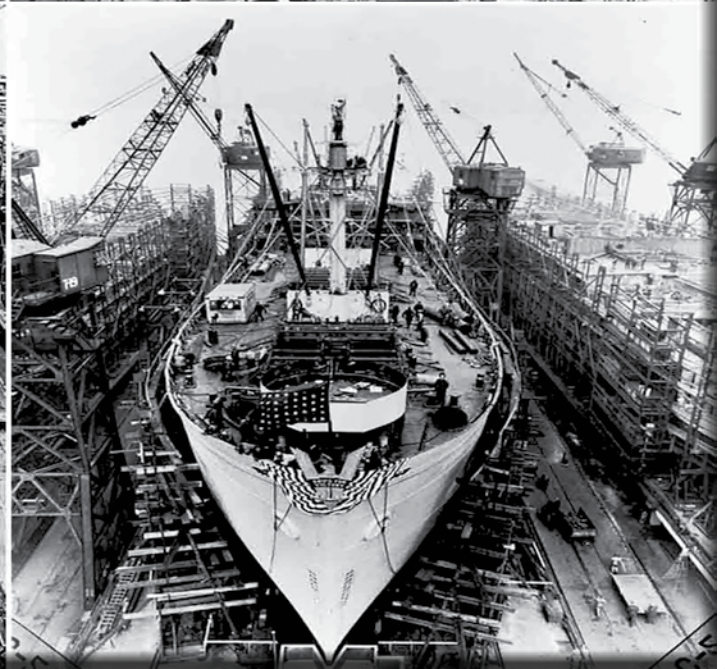
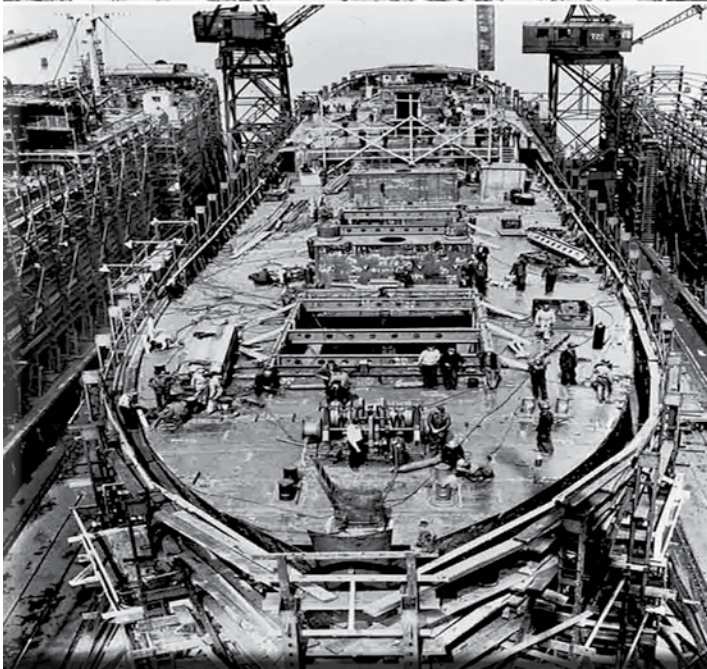
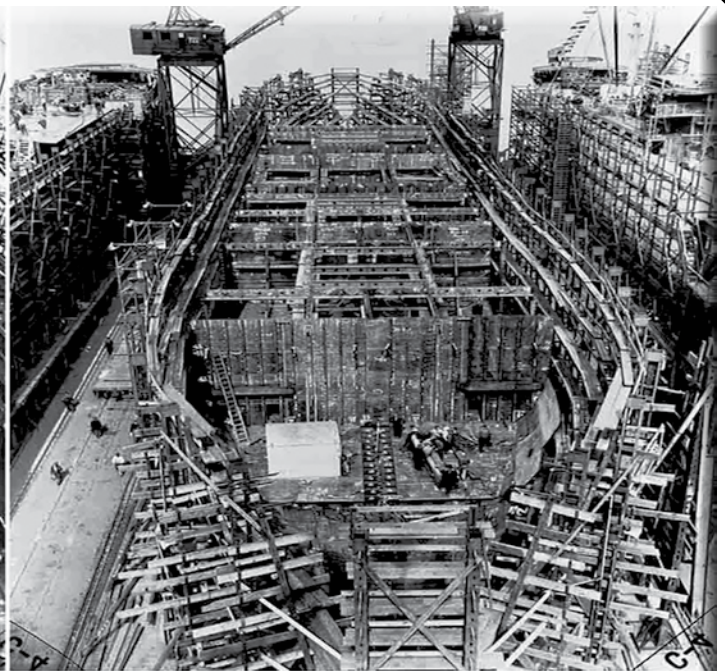
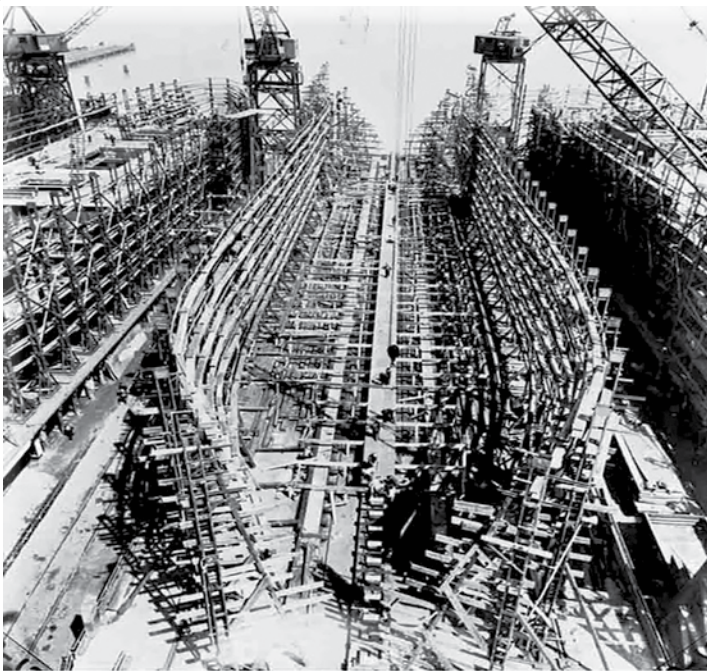


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Sidelights

October 2019 Vol. 49, № 4

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caphartnett@mastermariner.org

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Gulf Coast Region

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251-490-2741

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Harahan, LA 70123

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captmccright@mastermariner.org

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South Atlantic Region

PORT EVERGLADES / MIAMI

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727-784-7595
capholden@mastermariner.org

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South Pacific Region

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Captain David Boatner, President

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captboatner@mastermariner.org

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Mailing Address: 533 N. Marine Ave

Wilmington, CA 90744-5527

SAN FRANCISCO BAY AREA

Captain Klaus Niem, President

707-255-6567
captniem@mastermariner.org

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

Mailing Address: 4207 Chardonnay Ct.

Napa, CA 94558-2562

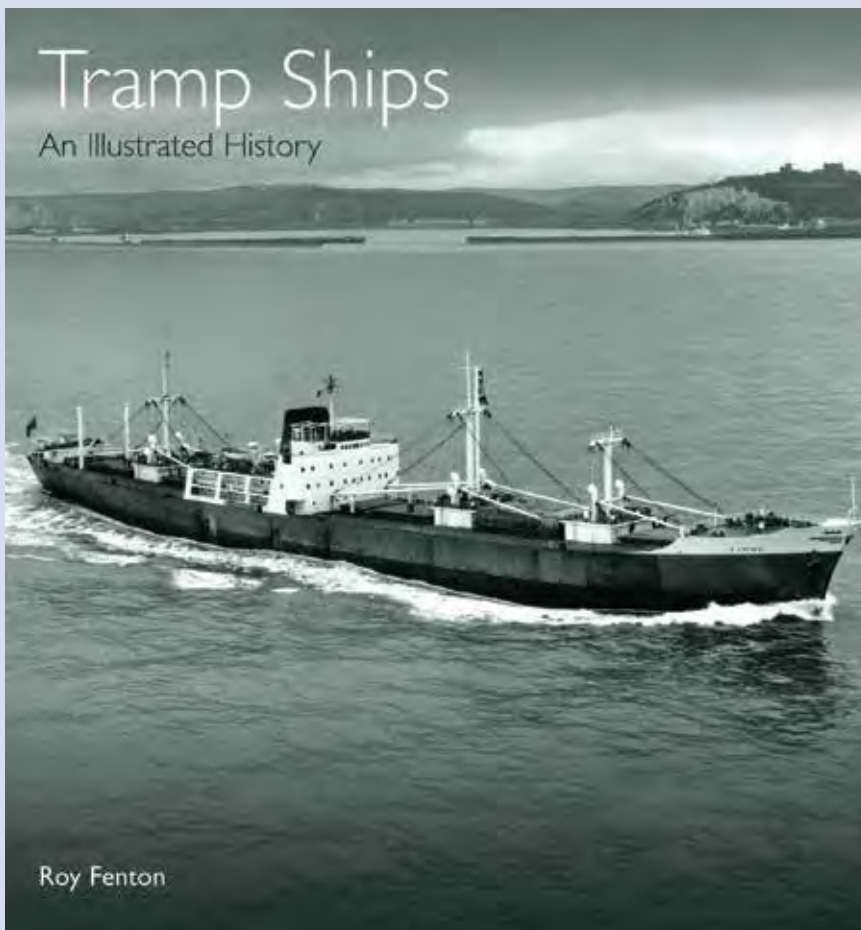
Tramp Shipping, Freedom to Roam

How many line-haul container ship captains wished they could be in command of a tramp ship? The book *Tramp Ships: An Illustrated History* by Roy Fenton, is devoted to this significant class of cargo ship. Published in 2013, the book is still available from the publisher's catalogue and Amazon.

As a cargo ship the tramp was not confined to any particular route but carried cargo anywhere that was convenient and profitable. There were no regular schedules, it steamed everywhere, loading and discharging cargoes, often bulk cargoes such as coal, grain, timber, china clay and oil. They traded in every ocean and have been the mainstay of many a mercantile marine for more than three generations. Generally, a tramp ship was an ocean-going, steam or diesel-powered dry cargo ship of up to 10,000 tons gross and a LOA from 270 ft. to 550 ft. and an adequate cruising speed of ten knots.

The tramp ship's evolution is described over the course of more than 100 years, from the 1860s, when the steam tramp ship developed from the screw collier, until it was largely replaced by the specialist bulk carrier in the 1980s. An introduction looks at the design and building of tramps and is followed by a description of the vessel's machinery, from simple triple-expansion turbines to diesel engines. Steam was preferred - it has been recorded that a reheated triple-expansion engine fitted in a 10,000-ton tramp ship was capable of moving each ton of cargo one mile on the energy developed by burning half an ounce of coal. Tramp ship operation and management and the life of the officers and crews are also covered along with the ships' design features and notes on specific machinery.

Archibald Hurd (later Sir Archibald), wrote in *The Sea Traders*, that Allied victory in the First World War would have been impossible without '... the comparatively small, comparatively slow, and quite inconspicuous vessels - "the tramps" - that made the chief contribution to this triumph.' He went on, 'It was not the luxurious passenger liner, steaming at high speed, it was not even the big cargo liner; it was, above all,



the tramp, buffeting her patient way over the world's seas, that was the chief maritime instrument of victory, apart from the Grand Fleet.' He continued: 'The tramp was the lineal successor of those earlier individual vessels owned by single enterprising sea traders who laid the foundations of our prosperity...'. Hurd pointed out that more than 50% of the British Empire steam tonnage in prewar days (WWI), was provided by the tramp fleet. It was the older and slower vessels that tended to find their way into this trade, hence the tag 'tramp.'

The tramp was not peculiar to the British and Empire Registers. Vessels for this type of trading were designed, financed, built and operated by businesses in Scandinavia, Germany, Belgium, the Netherlands, and France. Fenton also includes examples of hulls built for the COMECON states (Council for Mutual Economic Assistance) dominated by Russia/USSR

The heart of the book is the 300 wonderfully evocative photographs of individual

ships. They illustrate the development of the tramp and its trades through the last years of the 19th century, the two World Wars, and the post war years. Each picture caption provides the reader with the dimensions of the vessel, the owners and the builder and then outlines the ship's career, with notes on trades and how they changed over a ship's lifetime. Lives, varied, ended nearly always sadly: by collision, grounding, foundering, by enemy action or with demolition and scrap. There is a lengthy index of ship names, including Liberty Ships and other replacements against loss. To close, there is a bibliography with nearly a hundred titles for further research into tramp shipping.

Roy Fenton is a full-time researcher and writer and the author of some 25 books on shipping history. His specialty is coastal trade in the steam era, and in 2005 he was awarded a PhD for a thesis on the transition from sail to steam in the coastal bulk trades.

In This Issue



ON THE COVER

Liberty Ship construction at the Bethlehem-Fairfield shipyards, Baltimore, MD. March/April 1973 Left to right - Top to Bottom, Day 2: Keel plates are laid. 2) Day 6 : Bulkheads and girders below second deck are in place. 3) Day 14: Upper deck is in place. 4) Day 24: Ship is ready for launch. It would take 10 more days to complete the outfitting of the ship.
Photo: Commons/Wikimedia, Public Domain

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

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October	Sept. 1	Oct. 1
December	Nov. 1	Dec. 1

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



View from the Bridge 7

Today's Mariners Deserve Better



In the Council..... 9

Secretary/Treasurer Report 9
Chaplain's Report 11
Council Reports 12
Congressman Elijah Cummings 15
Crossed the Final Bar..... 16

CAMM in the Community 18

CAMM Members Volunteer for Day Afloat 18
Virginia V Foundation Gains a New Board Member 18

In the Industry 19

Survey Sounds Alarm on Alarm Fatigue..... 19
Will the United States Allow its Commercial Shipyard Industry to Die 20
The Bridge Team and OODA Loop 23
Why is the Coast Guard on My Ship? 24
Surface Warfare Officers Need Mariner Credentials 26

CAMM Annual General Meeting 28

Dates and Details 28
Sponsorship Information..... 29
Lalond "Spirt of the Seas" Award Nomination..... 30

IFSMA and IMO 32

IFSMA is the Shipmaster's Voice at the IMO 32
Implementing IMO Emissions Rules 34
Petty Officer Michael W. Kelly is 2019 IMO Exceptional Bravery at Sea Award Recipient..... 35
World Maritime Day 2019 - Supporting Gender Equality, Empowering Women 36
Polar Code - An Instrument of Great Importance 37
UN Climate Action Summit and Ship's Emissions 37

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Captain Jeff Cowan
CAMM National
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California Boater Safety Card

The great state of California, in an attempt to prevent

casualties within the pleasure boater community, has instituted a "Boater Card" program. If one wants to operate a boat in the state, one must take a Safe Boating class and pass a test to obtain the Card. The State has granted that holders of the following licenses are exempt from taking the test, but they must keep USCG License available while operating a boat: The State has staggered the requirement, due to the age of operator, until January 01, 2025, at which time **all operators** must take the Safe Boating test.

- Operator of Uninspected Passenger Vessels (6-pack)
- Limited Operator of Uninspected Passenger Vessels
- Master 25-200 Tons Near Coastal
- Master 25-200 Tons Inland
- Limited Master
- A person who is in possession of a current commercial fishing license
- A person who is in possession of a valid marine operator license, for the waters upon which the licensee is operating, issued by the USCG or who is in possession of a valid certificate issued pursuant to the International Convention on Standards of Training, Certification

and Watchkeeping for Seafarers (STCW), 1978, as amended

This means someone actively sailing on an Unlimited USCG License must have it available if boarded while operating a pleasure boat in California. Since our licensing regime only issues licenses in small pamphlet format, would you want your livelihood with you on a pleasure vessel where it is at risk of loss or wet from spray?

I was also perturbed that there is no pass through for those in possession of license in continuation or in my case Issue: #11. I am of the generation that had to have 360 days seetime in a particular capacity before taking the exam to upgrade my license. (e.g., I needed 360 days sailing as Chief Mate before I could sit for my Master's license, as opposed to the current policy which only requires 180 days sailing in the required capacity for upgrade.) Perhaps I'm too sensitive for feeling slighted by California requiring that I take a boat safety course. Having sailed as Master aboard ships over 60,000 gross registered tons while crossing the Pacific Ocean, I think I should have a lifetime pass. Is this because no one in California State government has a of concept what it means to cross an ocean?

Sailing in the Merchant Marine Today

In discussion with a CAMM member about the issues faced by sailing masters today raised thoughts of my sons, who are aboard US ships, sailing into harm's way if an armed conflict transpires. Kings Point Federal Maritime Academy, NY used to offer a course called Mariners Readiness course, which

included convoy duties for ships sailing in formation under protective escort afforded by the US Navy. Given this course was dropped several years ago and not duplicated anywhere, I wondered where civilian mariners might otherwise get this knowledge since in the active civilian merchant fleet travelling in convoy is only read about in history books.

After additional investigation, I found that convoy basics are taught aboard our active ready reserve fleets located in the Western Pacific and Indian Ocean. These ships mostly sit at anchor on location but put to sea for exercising convoy formations at least once a month. The mariners on these Ready Reserve ships are the only ones given instruction or practice in convoy protocol. What about those sailing aboard civilian ships enroute to potential hot spots like China, Russia, and the everchanging Middle East? What are they going to do - learn by seat of their pants - too late at that point! In the meantime, I would strongly advise active ship Masters to read Chapter 8 in *Radio Navigation Aids- HO PUB 117* titled "Communication Instructions for US Merchant Ships."

It is my firm belief that when (not if) hostilities commence, our civilian Mariners will be left to their own devices. Given my experience in one conflict, I strongly suggest bridge teams exercise navigating without GPS. There is a robust chance that GPS signals will be masked as was done during the 1990 Persian Gulf engagement, or worse, GPS may be spoofed. As another thought on

Continued next page >>>

potential conflicts, since many of our ship repairs are done in China, what happens to those ships if China becomes hostile?

During the Gulf War, some foreign ships were hired to carry war materiel into the war zone; some of these ships' crews refused to enter the Gulf. Luckily, American ships came to the rescue by discharging their civilian cargo and loading government cargo. It was hard labor and stress on those crews – are our

current crews ready for this? The US is currently short over 1,400 mariners needed to man our ready reserve fleet. Time is running out to prepare for a crisis. Are we – the CAMM members – the only ones that foresee the looming crisis?

What should CAMM advise younger mariners in early stage of their career to do in the event of armed conflict? Our US Merchant Marine is not like an old pair of work gloves tossed into

corner of garage - only used when needed. They deserve training, they deserve consideration, they deserve better.

Steady as she goes,

Jeff Cowan

Sidelights and CAMM Media Report

Captain Tuuli Messer-Bookman hustle free ad space for CAMM in the upcoming November issues of the Professional Mariner and Workboat magazines. The ads will be black and white and the size will be dependent upon space available. These are both national publications and an excellent forum for CAMM to get its message to the industry. A mock-up of the ad can be seen on the right.

Information for the 2020 AGM and

PDC will be updated on the webpage and in *Sidelights* as details become available. On the website go to “News” and then click on “Annual Meeting.”

We have updated all the chapter web pages to properly reflect their upcoming December Meeting. Please contact me for updates, changes or corrections to your web page. After the Holidays we should be able to move toward each chapter editing their own web pages.

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Visit page 28 for information about next year's AGM and PDC

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SECRETARY - TREASURER

Greetings CAMM Shipmates!

Leadership Structure Change and Upcoming National Election



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

As outlined in the last issue of *Sidelights*, at the AGM, a new leadership structure proposal was reviewed and accepted by majority vote. The proposed structural change will be presented to the CAMM membership to be voted on as part of the bi-annual Election for National Officers in 2020. Basically, this new plan will do away with the “Regional Vice Presidents” and those slots will be replaced with “task-based” Vice Presidents who will each be assigned specific areas of responsibilities and duties affecting the functionality and operations of CAMM. The former National First and Second Vice President slots will be replaced with an Executive VP while the National Secretary/Treasurer post will remain as is. More details about this “leadership restructuring plan” are on page 34 of the June/July '19 edition of *Sidelights*: <http://mastermariner.org/assets/sdlts-july-2019.pdf>.

This change will require a revision to the CAMM Constitution and By-Laws to allow for a change in the CAMM leadership structure. Carefully read the ballot. Members will vote to approve or disapprove the proposed leadership structure change. Approving the Constitution and By-Laws changes will result in CAMM moving to a Task Based Leadership structure. Rejecting the Constitution and By-Laws changes will result in CAMM's leadership structure remaining as is

(Regional Base Leadership structure). There will be two (2) ballots for National Officers. One ballot will list officer nominations under the current constitution and By-Laws (Regional structure) and the other will list officer nominations under the proposed Task Based structure. We will make an effort to create a ballot that is clearly designed to avoid confusion over the issues involved. We expect to have the ballots in the mail in January.

Included with the annual dues/donations appeal was a letter from the Nominating Committee, inviting all CAMM members to submit nominees for the various positions that will be open for this election. Please take the time and make the effort to help seek out qualified and willing individuals to assume these important leadership roles at CAMM! Contact any member on the Nominating Committee with your ideas, suggestions or comments.

In the last issue of *Sidelights*, I announced and explained my decision not to seek reelection to another term as CAMM's National Secretary/Treasurer. As I enter my 6th year of service, I can look back with a sense of pride and accomplishments and I hope and trust I've served the CAMM membership well along the way. I will leave this office with mixed emotions – and while it was a difficult decision to make, it was also a timely and necessary one.

Meantime, I'm delighted to report that a qualified candidate has stepped up and accepted the nomination to run as Secretary/Treasurer. I anticipate a smooth, professional, and compliant turn-over.

Dues Report:

With the completion of FY 2019, I was

disappointed to see that we still had a fairly sizable number of active CAMM members (75) who have yet to pay their dues for 2019. We sent three (3) dues notices along with follow up emails and phone calls. This leaves a considerable amount of revenue unavailable to help keep CAMM functioning as a professional organization and puts a strain on our budget management. All members should have received their dues notice for 2020 and I encourage you to respond PROMPTLY. Those of you who are in arrears, this is your chance to become current and help CAMM. Thanks for your favorable (and timely) considerations and cooperation!

At the last AGM, the Finance Committee recommended dues increase from \$75 to \$100 beginning with the new FY 2021. The BoG reviewed and approved this recommendation noting that there has been only one dues increase in the last 20 years. The CAMM membership will be asked to vote on the dues increase at the 2020 AGM. This increase will help offset the rising costs needed for CAMM's to carry out its Mission Statement.

Membership:

We had an exceptional year for bringing in members, with 36 new Captains and maritime professionals joining our ranks. We also several members reinstated. Thank you to all the CAMM members who sponsored new members. We need to double our efforts in order to keep CAMM viable, strong and growing for the future. I again appeal to each and every CAMM member to bring in ONE NEW MEMBER! A membership application form is on the inside back cover of each

Continued next page >>>

edition of *Sidelights* and applicants may also apply online at our website well (<http://application.mastermariner.org/start.aspx>). PLEASE DO YOUR PART to keep CAMM growing and viable for the future! Keep in mind that, in addition to Master Mariners and Pilots we have expanded to the Associate Membership requirements allowing for more Maritime Professionals to join our organization.

Additionally, we now have two Cadet Chapters at Texas Maritime in Galveston, TX and Cal Maritime in Vallejo, CA. I have just launched a campaign to persuade midshipmen at Kings Point (USMMA) to join as AC members. The CAMM NY/NJ Metro Chapter is helping out with that mission, and our thanks go out to Captain George Sandberg and Captain Sean Tortora for their fine

efforts. The ultimate goal will be to establish Cadet Chapter not only at Kings Point but all the Maritime Academies.

Financial Report

The Finance Committee submitted the Budget for FY 2020 to the CAMM Board of Governors, and it was approved in early September. The CAMM Budget Performance Report for FY 2019 has been completed and submitted to the BoG for review and approval. I am pleased to report that our revenues exceeded estimates, while our expenses are near or below budget. For a copy of either of these reports, contact me by email or phone.

2020 AGM-PDC

The 2020 AGM will be held May 6-9 at the Radisson Hotel in Port Canaveral. I

encourage members to SAVE THE DATES and attend the meetings. This will be an excellent opportunity to see how CAMM works for you. Additional details will be forthcoming via mail and in future editions of *Sidelights*. Hope to see you all there!

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

So until next time, Smooth Sailin' ...



Captain Manny Aschemeyer

New Members and Changed Membership Status

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Sailing as Master for C-Mar America
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CAMM 2753-S

3706-RU Captain **Zachary N. Krissoff**
Sailing as Master, for American RO/RO
Carriers, Inc.
Resides in Arnold, MD
Sponsored by Captain Duke Adams CAMM #
3271-RP

3509-A Dr./Captain **Michael K. McNamara** , PhD
Sailing as Master for Assist Towing and
Scuba School
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3707-A Mr. **Dave Gardy** CAMM
CEO, Maritime TV (by TV Worldwide)
Resides in Herndon, VA
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RU

3510-S Captain **Alexander S. Kepchar**
Sailing as Master for Ocean Ship Holdings.
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3480-AL

Letters to the Editor

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

Dunkirk (338,226), Hungnam (199,600), Manhattan (500,000)



by Father
Sinclair Oubre
CAMM Chaplain
#3220-A

As I write this column, it is the evening of September 11. Exactly one month ago, I signed off the T/S *Golden Bear* in Honolulu, after sailing with the Texas A&M Maritime Academy's cadets for 7,000 miles from Ponce, Puerto Rico to Honolulu.

As the Uber driver was taking me to the airport, she was asking me about what I did, and why I was in Hawaii. I explained to her that I was a US merchant mariner, and that we were civilians who sailed the ships that supplied Hawaii with all the things that it



Texas Maritime cadets hone their seamanship skills.

needed. I explained that the *Golden Bear* was a training ship, and that we had 270 future U.S. merchant marine officers onboard.

Though she saw the ships in the Honolulu port, drove passengers to board the *Pride of America*, and certainly picked up seafarers from ships calling at the Port of Honolulu, she did not understand what merchant mariners did.

What merchant mariners do is:

- navigate the ship
- maintain the plant
- steer the vessel
- load and discharge cargo
- tie up and let go the vessel
- a whole lot of cleaning, chipping, painting, and greasing

I also realize that the reason that we need a merchant marine is because they Rescue People. On this day, 18 years ago, U.S merchant mariners evacuated 500,000 men and women from Manhattan.

As the New York Post notes in its September 10, 2019 edition, "On this year's anniversary, one relatively unsung 9/11 story deserves retelling. It is the story of ordinary citizens who risked their lives to save more than a half-million people trapped at the southern tip of lower Manhattan — a rescue effort that would become the largest water evacuation in recorded history."

Whether it was Captain Leonard LaRue and the crew of S/S *Meredith Victory*, who rescued 14,000 North Korean refugees from the Port of Hungnam on December 23, 1950; Captain Hartmann Schonn and the crew of the LNG *Virgo*, who rescued 62 Vietnamese refugees in the South China Sea in June of 1980; the hundreds of ferry and small boat captains and crews who rescued 500,000 panicked workers from Manhattan; Captain

Michael Tolley and the crew of the M/V *Liberty Grace*, who rescued 231 Syrian refugees in January of 2015; or Captain William Boyce and the crew of the M/V *Green Lake*, who rescued 7 crewmembers of the burning car carrier M/V *Serenity Ace* on December 31, 2018; merchant mariners rescue people.

The month that I sailed on the *Golden Bear*, I wanted to pass on the maritime skills that great bos'ns and mariners had shared with me. I taught them important things like,

"When you are leaving the deck to hide, always carry a tool in your hand, and look like you have a mission. This way, when the old man looks down from the bridge, he will think you are doing something. However, when you become the chief mate, and you see the AB carrying a tool down the deck with purpose, know that it is BS."



Father Oubre takes the wheel as an AB aboard the TS Golden Bear.

Continued >>> page 15

Council Reports

1st Vice President Report:

Captain Joe Hartnett, #2193-RU

Summer Break - No report available.

2nd Vice President Report:

Captain Pat Moloney, #1829-RU

Captain Maloney has reluctantly stepped down from his position as 2nd Vice President due to health reasons. Captain Cowan will name his replacement before the first of the year.

North Atlantic VP Report

Captain Frank Zabrocky, #1964-RU

Report not available.

New York Metro

Captain George Sandberg, #1919-RU

Chapter President

No report available. For meeting information contact Captain George Sandberg at: captsandberg@mastermariner.org.

Baltimore/Washington Report

Captain Joe Hartnett, #2193-RP

Summer Break - No report available.

South Atlantic VP Report

Captain Manny Arosemena, #3028-RU

I have been working closely with the 2020 AGM Planning Committee to make our May meeting in Cape Canaveral a success. After visits to hotels in the Port Canaveral area, we selected the Radisson Resort at the Port as the venue for our meeting. The Miami and Tampa Bay Chapters have been active in our planning and they are committed to helping us have a above average turnout at the meeting..

Port Everglades/Miami

Captain Paul Coan, #3021-RU,

Chapter President

Summer Break - No report available.

Tampa Bay

Captain Ron Meiczinger, #1747-RU

Chapter Secretary/Treasurer

Summer Break - No report available.

Gulf VP Report

Captain Augusta Roth, #2753-S

I am working with Captain McCright to help re-energize the Houston Chapter. Any CAMM members in the Houston area with ideas on how to best accomplish this goal should contact Captain McCright or me at captroth@mastermariner.org.

CAMM Cadet Chapter meetings were held aboard the TS Golden Bear during Texas Maritime's training cruise in the months of July and August. When the ship called in Seattle in August, the local CAMM Chapter held their monthly meeting on the ship's fan tail. They were treated to a BBQ and after dinner the Chief Operating Officer of Texas A&M Maritime, Colonel Mike Fossum, addressed the CAMM members. He spoke about the enthusiasm, drive and determination of this current group of cadets, who have been making the best of a difficult situation, mainly being required to conduct this sea training on a chartered vessel, rather than their own training ship. Scheduling has also been a challenge. The cadets will disembark the Golden Bear in Vallejo, then travel to Galveston, unfortunately, a week after classes have started.

Colonel Fossum informed the group about the plans by the Maritime Administration to replace the aging fleet of maritime academy training vessels. The new National Security Multi-Mission Vessel (NSMMV) has been approved and budgeted for New York and Massachusetts Maritime Academies. Maine Maritime is currently next in line, but budget issues may delay the delivery of the third ship. Colonel Fossum stressed the need for Texas A&M Maritime to have a new training ship, due to the very limited size of their current vessel, the 224-foot General Rudder, which only accommodates 50 cadets (they

need room for 275 cadets). He also mentioned how a new NSMMV home-ported in Galveston, would be ideally situated for response purposes such as hurricane disaster relief. He asked for CAMM's support in their quest to get a new training ship delivered to Texas. It is anticipated that Colonel Fossum



Captain Cal Huziker (2457-RU), 1970 Texas Maritime Graduate and CAMM's North Pacific Vice President, congratulates Cadet Wyatt Lee Vele (#3503-CA) on becoming a new member of the Council.

will become the next Superintendent at Texas A&M when Admiral Michael Rodriguez leaves at the end of October. Colonel Fossum is a 1980 graduate of Texas A&M and brings an impressive previous resume to the Academy. After spending time as an Air Force test pilot (34 types aircraft) he transferred to NASA in 1992. He is a veteran of three space flights, with more than 194 days in space and more than 48 hours in seven spacewalks during his 19 years as an astronaut. His final spaceflight started on June 7, 2011 with a launch from Kazakhstan, up to the ISS, International Space Station, for a total of 167 days in space.

Mobile Bay

Captain Jerome "Rusty" Kilgore

Chapter President

Report not available.

New Orleans

CE Horace George, #3223-A,

Chapter Secretary

After our summer break, the chapter resumed its regular meetings on

September 11, at the Port Ministry Center in New Orleans. We recently learned of the death of longtime chapter member Captain Adrian Deboer. He reached the age of 104 during the summer and was the oldest member of CAMM. He will be missed by all hands.

At the meeting, we discussed the proposal by the National to change CAMM's Leadership structure from Regionally-based to Tasked-based. We expect to learn more in the coming months.

Leadership decided to cancel the October meeting due to numerous conflicts in scheduling for several of our regular attendees. We will hold our November meeting at the regular time and location.

Houston

Captain Michael McCright, #2753-S
Chapter President

We are currently working out details to hold CAMM Houston Chapter meetings in conjunction with the Nautical Institute Gulf Branch. Anyone wishing more information please contact me at captmccright@mastermariner.org.

Houston Chapter President, Captain Mike McCright, attended a Dynamic Positioning (DP) Workshop on Oct 14, at the Westin Hotel in Houston. The event was sponsored by Marine Technology Society. The event was well attended by numerous DP Officers, Captains, Master Mariners, Chief Engineers and vast international array of various marine related professionals. Norway may well have been the largest international participant.

South Pacific VP Report and San Francisco Bay Area Chapter Report

Captain Klaus "Nick" Niem, #2167-RU

The San Francisco Chapter holds their meetings the 1st Wednesday of each month, except July and August, at the Sardine Can Restaurant in Vallejo. We resumed our meetings on October 8 with CAMM's National President, Captain Jeff Cowan, in attendance as our Special Guest. Captain Cowan informed us that

the U.S. Merchant Marine Academy at Kings Point no longer offers the Master Mariners Readiness Program that includes convoy maneuver instructions and training.

During the business portion of the meeting, our members asked if the replacement of the CAMM hosting platform has been completed and has the invoice been paid? We discussed with Captain Cowan the possibility of establishing a chapter in Hawaii and if the BoG would approve a trip by a National Officer to Honolulu. The Hawaiian Chapter could repay the National with their dues and initiation fee.

Captain Maloney, long time SF Chapter member and CAMM's 2nd Vice President has had to step down from his position as VP due to health issues. Captain Maloney was also Chairman of the LaLonde Spirit of the Sea Award committee and served on the Constitution and By-Laws committee. Committee replacement have been appointed by Captain Cowan, and Captain Roth will serve as the LaLonde committee chair and Captain Aschemeyer has been named as chair of the Constitution and By-Laws committee.

Editor's note: CAMM's website has been successfully updated and installed on a new hosting platform (Go Daddy) and all invoices for the update and transfer have been paid.

Los Angeles/Long Beach

Captain Dave Boatner, #2162-RU
Chapter President

The LA/LB Chapter meets the second Tuesday of every month except August at the THINK CAFÉ in San Pedro. The



Captain Klaus Niem, South Pacific Vice President and Captain Jeff Cowan, current CAMM President, at the San Francisco Chapter meeting in October.

food is always good and the conversation is lively. We usually have 8-12 members in attendance.

We were all saddened by the loss of the dive boat *Conception* and the loss of 34 lives. It is hoped that the cause of this tragedy can be identified and that the USCG will amend and improve their regulatory system for vessels operating in this service. At first glance it appears much needs to be done.

All of us have deep concerns over the grandfathering of vessel safety requirements. Whether it is covered lifeboats or improved fire detection, allowing vessels to be grandfathered and not comply with the highest safety requirements puts seafarers and their passengers at risk.

Although it will take a long time, the chapter looks forward to reading the results of the accident investigations into the *Conception* and of the car carrier *Golden Ray*.

We encourage all CAMM members visiting the LA area to join us for lunch on the second Tuesday of the month.

North Pacific VP Report

Captain Cal Hunziker, #2457-RU

Please see my IFSMA report starting on pg 32.

Continued next page >>>

Council >>> Cont'd from page 13

Columbia River

Captain Bill Good, #1924-RU

Chapter Secretary

No report available.

Seattle PNW

Captain Don Moore, #1513-RU

Chapter Treasurer

Seattle Report by Captain Doug Subcleff

June: The panel of judges for the 2019 YMTA Scholarship Awards were the following: Captain RJ Klein, Seattle Chapter President; Margie Freeman, owner of Fremont Tug Service, Dr. Gary Stauffer, NOAA, Ret.; Lexa White, recruiter for Ocean Peace; and Captain John Veentjer, Puget Sound Marine Exchange.

This year's winners were: Matthew Adolf, First Place Winner, received \$5,000 from CAMM Seattle and was also awarded \$1,000 from the Captain Peter Chelemedos Memorial Fund. Other winners were Caleb Lay of Cedarcrest High School, \$1,500 by Puget Sound Pilots and Elliott Bay Design Group; Elizabeth Lee of Sky Valley Education Center, \$2,000 from the Goodfellow Foundation and a special award from Julie Keim; Violet Hopkins of Monroe High School, Awarded \$2,000 from Fremont Tugboat and Marine Exchange; Audrey Chamberlain of Ballard Maritime Academy, \$2,000 from the Goodfellow Foundation; Wyatt Hanson of Enumclaw High School, \$2,500 from Goodfellow Foundation plus \$500 Philips Publishing; Ingrid Phillips from Running Start student at ORCA, \$3,000 from Compass Courses; Ildiko Kremper of Monroe High School, \$4,000 from Ocean Peace.

July: Captain Klein reported that 2019 YMTA Scholarship winner, Matthew Adolf - Wiedenhoft, was unable to attend, but he sent a letter to CAMM Seattle, thanking CAMM for his scholarships. Matthew will attend California Maritime Academy and plans to graduate in 2023 with a Third Mate's license. He had been



Captain RJ Klein with Mathew Adolf-Wiedenhoft as he displays his scholarship certificates.

Mathew was the First Place Winner of the YMTA Scholarship competition and won the Captain Peter Chelemedos Memorial Scholarship. Mathew will be a member of the class 2023 at California Maritime

attending Cascadia College as a Running Start student and was with the Sea Scouts over 3 years, on the sailing vessel SSS Odyssey, where he gained valuable maritime experience. We wish him well at CMA

After lunch and the raffle, maritime author and CAMM Seattle's newest member, Captain Tuuli Messer-Bookman, gave a very informative presentation about the history behind Flags of Convenience. Her slide presentation effectively answered the question, "Why would a shipowner want to register with a different country?"

We learned that as early as the War of 1812, American ships flew the Portuguese flag to evade American and British shipping rules. In the early 1900s, American owners were building and registering ships in Britain because of the cheaper costs involved. Captain Tuuli's presentation included summary explanations of the Seaman's Act of 1915 and the Merchant Marine Act of 1920 (Jones Act), and how these historical pieces of legislation were part of her research into the history of flags of convenience (FOC), that all began with Panama in 1917. And then there was Liberia. Captain Tuuli's was asked, "Why Liberia?" She gave a detailed answer which included the story of William Tubman, the Father of Modern Liberia, and his friend, American businessman Edward Stettinius, who just

happened to be Secretary of State, when the port of Monrovia, Liberia was being developed. Captain Messer-Bookman's presentation continued with details about Liberia's turbulent history, how Panama regained its dominant position in registering FOCs, and reviewed the various attempts to internationally regulate standards for flags of convenience.

August: Our CAMM visit to the Golden (Texas) Bear included a BBQ on the afterdeck. We were able to interact with the cadets and talked with CAMM's Gulf Vice President, Captain Gussie Roth. More details are in Captain Roth's Gulf VP report.

September: Captain Klein reported on the success of the Golf Tournament held August 29. Sixty-eight golfers participated in the event which helps fund the Youth Maritime training association of Puget Sound Maritime. More details will be presented at the November meeting.

Chapter VP, Captain Chuck Lund, spoke about local and international maritime news including an eye-opening report from the National Cargo Bureau on the results from a random container inspection - 59% failed for various reasons including mis-declared cargo.

Chapter Seagoing VP, Captain Kevin Coulombe, gave his final report as he has just recently retired. He spoke about his recent trip to the Snug Harbor Cultural Center & Botanical Garden, formerly the home for retired sailors. He also recommended the book: Engine Room Sea Stories by C. Tillman.

Election Committee chairman, Captain Georg Pederson, reported on the ballot situation with the future National Officer slate. He also requested an Aye or Nay vote on the existing Seattle Chapter Officer roster. This was passed with no change. Our meeting included a discussion on topic of autonomous ships and the future issue about the language of COLREGS when, for example, two unmanned vessels meet each other in a navigation situation.

View and Positions Report

Captain Frank Zabrocky, #1964-RU

Positions Chairman

No report available. ↴

Congressman Elijah Cummings

True Friend of the Maritime Industry

Just prior to going to press, *Sidelights* learned of the death of Congressman Elijah Cummings. Chairman of the House Oversight and Reform Committee, Congressman Cummings died October 17, at the age of 68. He was an Honorary Member of CAMM (#3299-H) and a strong supporter of the Maritime Industry. The country has lost a dedicated civil servant and the Maritime Industry has lost a true friend. Congressman Cummings was the Keynote Speaker at CAMM's 2011 AGM in Baltimore. Here is some of what *Sidelights* wrote when covering his address:

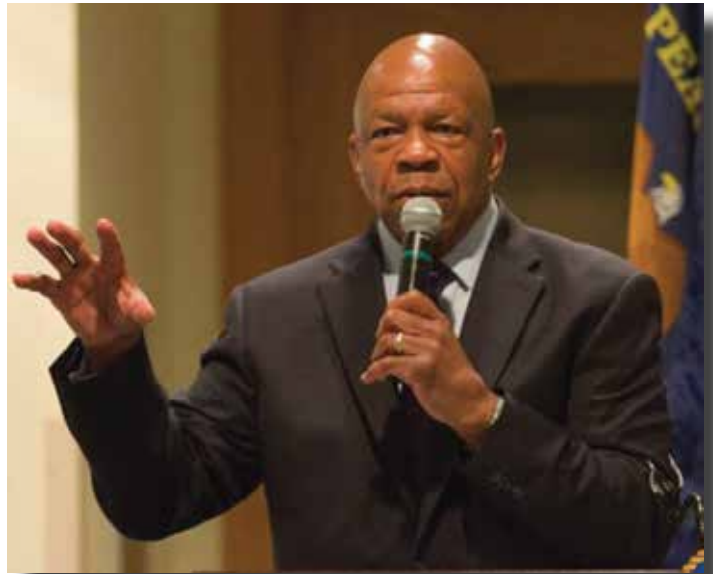
Congressman Cummings told CAMM that when Nancy Pelosi appointed him Chairman of the House Subcommittee on Coast Guard and Maritime Transportation, he didn't want the job, because he gets seasick and can't swim. He confessed later that sometimes the things we think aren't important turn out to be the most important things in our lives.

He stated that no one has helped him more to understand the maritime community than Republican Congresswoman Helen Bentley (#1070-H). As an African-American Democrat, Congressman Cummings genuinely believes in focusing on common ground, not differences and he joined together with a Republican 'white lady' to make a difference in the maritime community.

The two guiding principles in everything Congressman Cummings does are that we don't fall into the culture of medi-

ocrity, and that we do everything in our power to make the earth better than we found it. His mantra of the evening was to rise above mediocrity and work together to strengthen ourselves. Falling into a culture of mediocrity can only lead to a situation where our country goes backwards. The Congressman said "We can always do better and it is not good enough to simply maintain. We're better than that!"

Cummings understands the industry has a common sense approach to find the real problem and fix it. He stressed it's not about what's right at the moment, but what is best for our nation and the next generation; not the next election. Although Cummings is no longer the Chairman of the House Subcommittee on Coast Guard and Maritime Transportation, he remains deeply engaged in maritime issues and feels he must "guard the change." Budget cuts threaten the industry; he is deeply troubled by the data showing a dwindling U.S. Flag Fleet since 1981. Maritime policy must be



formulated to revitalize the merchant marine. It's critical to fight to continue the cargo preference program at a full level.

Cummings drew applause from CAMM members with his statement in favor to support the Jones Act. He understands how the Jones Act is related to jobs. He urged us to educate our new members so they can understand exactly what we do, and how important it is. Congressman Cummings said he believes that Democrats and Republicans must not only move to common ground, but to higher ground. He has learned if people work together and truly have the interest of Americans at heart, anything can be done.

He will be missed. ↓

Chaplain >>> Cont'd from page 11

I also taught them to stand close to the forward house, so that if they are not fully engaged in the maintenance activity which they have been assigned, the old man can't see them from the bridge.

I didn't do too well with this lesson. The next day, the cadets had to wash down the foc'sle deck in preparation for applying the first coat of topcoat. These guys never learned that it was not a good idea

to lean on their broom handles forward of the winch. Eventually, the captain called down to the 3rd mate, and inquired if the work party was enjoying their leisure time.

In May of this year, our merchant marine academies graduated approximately 1,200 Merchant Marine Officers. They now hold unlimited Third Mate and Third Engineer tickets having manifest their competency by their bachelor of sci-

ence degrees, and their successful completion of their Coast Guard exams. They will be world-class mates and engineers, and they will be the next generation of leaders in the United States maritime industry.

On this day, though, I pray that they will also be the next generation of United States merchant mariners who rescue people. ↓

CROSSED THE FINAL BAR

CAPTAIN ADRIAN CORNELIUS DEBOER, CAMM #1203-L

Captain Adrian C. de Boer, CAMM's eldest member, died September 4, 2019. He had celebrated his 104th birthday in June with the New Orleans CAMM Chapter.

Born in the Netherlands, he graduated from De Ruyter Maritime Academy, Vlissingen, Netherlands with his Master license and became a U.S. citizen in 1955. He sailed for Lykes Brothers Steamship Lines for 20 years and sailed until he was 70 years old.

Captain deBoer was very proud of his homeland and his accomplishments. He received the Nation's third highest honor and was awarded the Bronze Cross from Queen Wilhelmina. He spoke five languages and was a member of the Mensa International Club for many decades. Captain deBoer was a proud member of CAMM and had been made an esteemed Life Member of CAMM in 2016, just after celebrating his 101st birthday.

Captain de Boer traveled the world seven times over and loved to tell sea stories and share his life experiences. During a stop at New Orleans, he met the love of his life, Evelyn Fleming. They married and had two sons: Adrian Alexander and Francis (Sara) Charles. Captain De Boer had a zest for life and an incredible, positive outlook. He gave credence for his longevity to breathing the salt air for more than eight decades and a daily highball. He was wise, witty, full of life, worldly, of superior intellect, ambitious, hardworking, loyal, and loved to laugh. His laughter was contagious.

The Captain was preceded in death by his loving wife; son, Adrian; brother Jan and his brother's wife Josie. He leaves behind three grandchildren: Francesca, Ellie, and Mila de Boer, a half-sister Corrie de Boer, a nephew Eddie de Boer and niece Ineke Herderson. For those who wish donations are requested for Global Maritime Ministries in Captain de Boer's name at: <https://www.myegiving.com/App/Form/a14d2a68-c1c9-49b6-a4e0-c221f9b45952> Or mail a check to Global Maritime Ministries, P.O. Box 750787, New Orleans, LA 70175

Staff Photo by Kevin Chiri, Slidell Independent



CAPTAIN JOHN E. TAYLOR, CAMM #3322-RU

Captain John Taylor succumbed to lung cancer in Houston, TX on July 17, 2019, just shy of his 65th birthday. He was a respected and admired Captain with ARCO Marine. He came up through the hawspipe, first sailing in the steward department as a BR and Galley Utility and then on deck as OS and AB. He earned his unlimited Master's License in the 1980s and was given command of several large ARCO Marine tankers carrying North Slope Alaska Crude Oil to refineries in the lower 48

After ARCO Marine was bought out by CONOCO in 1996, Captain Taylor became a ship pilot with the Southwest Alaska Pilots Association where he worked until 2006. He then ventured south where he became a harbor pilot with Jacobsen Pilot Service in the Port of Long Beach, CA.

In 2009, Captain Taylor became the Marine Superintendent for BP in Houston. Captain Taylor was in charge of their fleet of domestic and foreign tankers. He later worked as a Marine Advisor with Alaska LNG (2014) and then as a Marine Affairs Advisor for BP Shipping (2016) He became a CAMM in 2012.

Captain Taylor was married to wife Lynnell for over four decades. He is survived by his Lynnell and four children; two sons, two daughters; and eight grandchildren.



CAPTAIN CHARLES DANA GIBSON, CAMM #2150-H

Captain Charles Dana Gibson, the son of Langhorne Gibson and Marion Taylor Gibson, died peacefully at his North Hutchinson Island, FL home on June 19, 2019. Captain Gibson, born in 1928, was raised in Westchester County, New York.

He served during 1944-45 as a civilian seaman with the U. S. Army Transportation Corps (ATS), having enrolled as an ordinary seaman a few days prior to his 16th birthday. He held the Merchant Marine Combat Bar for that overseas' service.

Captain Gibson was the person most responsible for the granting of veteran's status to World War II Oceangoing Mariners who sailed between December 7, 1941 and August 15, 1945 under the provisions of Public Law 95-202. Those dates are extremely significant as they encompass the period when U.S. merchant ships were armed and when members of the United States Merchant Marine sailed in waters that were actively contested by the enemy.

In recognition of his years of pro bono effort to achieve that goal, he was selected as first recipient of the Captain K. C.

Torrens Award and was elected an Honorary Member CAMM, two honors which always were especially meaningful to him. He also received the Distinguished Service Award from the U. S. Merchant Marine Academy at Kings Point and the Marconi Memorial Gold Medal of Achievement from the Veteran Wireless Operators Association.

Following his marriage to Elizabeth Kay Faulk in 1973, Captain Gibson became actively engaged in the commercial swordfish industry, working out of New Bedford, MA. He and his wife later operated Jekyll Towing & Marine Services, an ocean tug enterprise based in Brunswick, GA. In 1985, the Gibson's sold their tug Jekyll Isle (now Pentagoet) to Maine Maritime Academy and relocated to Camden, ME, where they resided and worked together as maritime historians for 30 years.

During 1988, Mr. Gibson's pro-bono consulting work resulted in Armed Forces veterans' status and benefits being awarded by the Department of Defense to over 84,000 civilian seamen who served in the WW II Oceangoing Merchant Marine. In addition, he authored the qualification brief for the civilian seamen of the Army Transportation Corps of WW II winning veterans' status for that group as well.

Captain Gibson authored eight books, four co-authored with his wife. All of their writings deal with aspects of maritime history. Their two volumes which covered the Civil War period received the 1996 John Lyman Award for Naval History. Their last book, *Over Seas*, published in 2002, was selected by the American Library Association as an Outstanding Academic Title. Together with his wife, Captain Gibson received the K. Jack Bauer Award for contributions made to maritime history. They are the only husband/wife team to be so honored.

His wife, Kay Gibson, told CAMM that, "Dana was a very humble man who would be truly amazed at the tributes being receiving from those who knew him personally or knew of him. His great-great-great uncle, Captain John DeWolf was urged by his family to write of his experiences in the North Pacific, circa 1804 at the time that Alaska was owned by Russia. Captain DeWolf began the process of writing with the remark, 'I have never been one to be impressed by the smoke that has come from my own chimney.' I think that sums up my husband as well."

Captain Gibson is survived by his wife, Kay, his daughter Rene Gibson of Hillsdale, NY; his son Bill (April) Gibson of Gloucester, VA; his brother Mark (Robbie) Gibson of Ivy, VA; his sister Diana (Bill) Garner of Bethesda, MD; and his sister-in-law Sara Gibson of Richmond, VA. He was pre-deceased by his daughters Marion and Abby; his brothers Harry and Langhorne, Jr.; and his sisters Parthie Shields and Renee Darrell. His ashes were interred the on July 31 at Four Bells at Gibson Preserve in Searsmont, Maine.



Remembrance for Captain John Taylor

By Captain Manny Aschemeyer

For those of us who are Cal Maritime Academy Grads from the 1960s and 1970s era, we can recall Captain John Taylor as being the eldest son of LCDR Lyle Taylor (CMA'56) - one of the most respected and appreciated instructors at Cal Maritime. He was the "First Lieutenant" (aka Chief Mate) aboard the T/S Golden Bear (I) and put us deckies through the ropes in our maritime training process. LCDR Lyle Taylor frequently brought "little John" down to the CMA campus and aboard the Golden Bear during our tenure there. Years later when I returned to teach at the academy, Floy Ann and I were frequent guests at the Taylor's ranch in Napa, where we watched "little Johnny" growing up.

Lyle Taylor eventually left Cal Maritime in the 1970s and moved on to become a successful ship pilot at Long Beach Harbor for Jacobsen Pilot Service. Lyle retired and has since crossed the final bar. His wife Lee (Captain John's mom) is still around at age 90+, and lives with her son Phillip in Kansas City, MO.

In case you're wondering WHY Captain John never attended Cal Maritime Academy to follow in his dad's footsteps, the fact is he got married early on to his beloved Lynnell, and at that time, admissions forbade an applicant to be married while attending the academy! So, he determined then and there to "do the Hawsepiper thing" to reach his ultimate goal of being a ship's Captain - and he succeeded!

One final note: my son, Ken Aschemeyer, sailed with Captain John in the late 1970s during the few years that my son went to sea with Arco Marine as a BR and Galley Utility. He recalls John as being a "neat guy" and that he lived in the San Diego area. John talked a lot about his avocado orchard. The extended Aschemeyer family certainly feels the loss with the passing of Captain John Taylor. We send our thoughts, prayers, and condolences to the extended Taylor family.

CAMM Members Volunteer for Day Afloat



by Captain Doug Subcleff #2329-RU

On May 23, CAMM Seattle members, Captain D o n Moore and Captain K e v i n Coulombe were hard-

working volunteers aboard the historic ferry *Virginia V*. They spent the day assisting students from Ballard High School with chart plotting and the use of ECDIS. They instructed the students in the use of a pelorus to take bearings and how to use the bearings to properly plot the ship's position on a chart.

They joined the all-volunteer crew of the *Virginia V* who helped in the "Day Afloat" training for students who are interested in a maritime career. In addition to plotting, the students were given hands-on experience with seamanship

skills, the operation of the steam engine, use of fire extinguisher & pressurized fire hose handling, overboard rescue techniques, and the opportunity to steer the boat underway on Lake Union in congested traffic. This is a twice-yearly event coordinated by Puget Sound Maritime. It is an opportunity for CAMM members to give back to the community by passing along their expertise to students aspiring to pursue careers in the maritime industry. ⚓



Captain Moore instructs students from Ballard High School in the use of a pelorus. Below, Captain Coulombe helps students understand an ECDIS display.



PHOTOS BY CAPTAIN DOUG SUBCLEFF, TAKEN ABOARD THE VIRGINIA V WHILE UNDERWAY IN LAKE UNION.

Virginia V Foundation Gains a New Board Member

Captain Mel Flavel, (#1649) is now on the Board of Directors of the Virginia V Foundation as Director At-Large. Captain Flavel's first experience with the *Virginia V* was on an underway trip with the Alumni Association for the United State Merchant Marine Academy (USMMA) at Kings Point, NY. He appreciates the historic nature of the vessel along with the fact that the ferry is being used to introduce youth to the maritime industry. Captain Flavel is a retired Puget Sound

and Grays Harbor Pilot and served for 10 years on the bridge of deep-water ships where he earned his Unlimited Masters License. He spent more than 35 years as a Pilot before retiring in 2010. Captain Flavel is an active member of the Rotary club where he was one of several Rotarians credited with building Aberdeen's Rotary Log Pavilion. He has served on the local Board of the Boy Scouts in Aberdeen, and is an active member of the USMMA Alumni Association and CAMM. ⚓





By *Notheby South
Baranof*

Survey Sounds Alarm on Alarm Fatigue

As vessels and equipment on board become increasingly smarter, seafarers are required to learn additional skills for the ongoing operation and maintenance of this technology.

Installation of additional and new technology on board should occur with the intention of enhancing the seafarer's ability to safely and efficiently navigate and operate the vessel. However, with more equipment comes the potential for more alarms.

In 2017/2018 the Shipowners' Club ran a survey in conjunction with the Department of Psychology at Royal Holloway, University of London, to investigate whether alarms on the bridge affected the attention and focus of bridge watchkeepers. After careful collation, findings have been presented to Shipowners' Members and the wider industry. Submissions were from a wide variety of vessel types and was largely responded to by Masters and senior officers. The survey showed that frequently sounding bridge warnings, especially false ones, can create alarm fatigue and hinder watchkeepers in carrying out their vital role.

Key findings:

- 89% of participants thought false alarms were a problem
- 66% said the alarms were not easily detectable.
- 57% of respondents disagreed that alarms are graded by sound.
- 50% of participants reported some frustra-

tion with the format of the alarms themselves. Of particular concern was the fact that sounds are frequently the same tone for all alarms with no distinguishing factors between alarm systems.

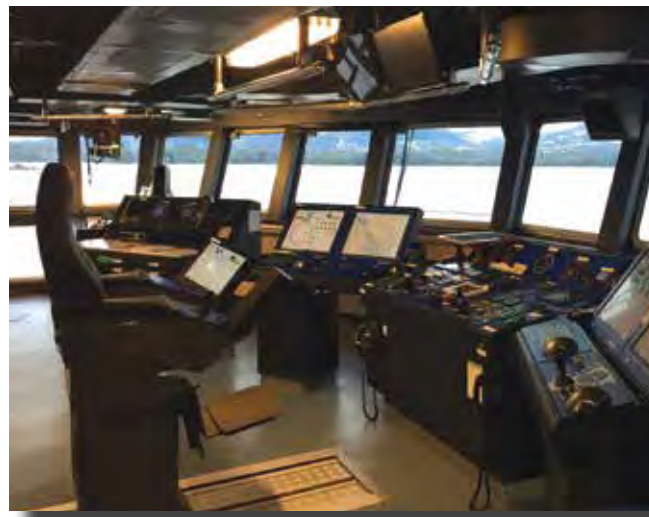
- 77% of crew do not want to be disturbed from their watch keeping duties.
- 24% of participants reported that they never or seldom engaged the Bridge Navigational Watch Alarm System due to their concerns at frequent false alarms.

The results present a reoccurring theme regarding the grading of alarms to assist the watch keeper. The survey also showed the crew's readiness to just silence the alarms. Some 85% of participants reported they were aware of the alarms, the systems they represent and their location. However, 45% of the respondents agreed that frequent alarms are often silenced without investigation due to alarm fatigue caused by repeated alarm soundings for no apparent reason.

Shipowner's Club and InterManager's Response

The Shipowner's Club stated that where more equipment is fitted it naturally increases the possibility of a higher number of alarms. They believe that when fitting technology on board, it should always be done with the intention to enhance the seafarer's ability to safely and efficiently navigate and operate the vessel.

Respondents highlighted the problem of too many similar sounding alarms. Alarms need to be easily identifiable so that urgent warnings could be recognized over simple notification bells. Captain Kuba Szymanski, InterManager Secretary General, said: "At present, as



Bridge of a modern ship - are there too many alarms?

PHOTO FROM COMMONS.WIKIMEDIA.ORG

an industry we are creating an environment for failure and then we are surprised when our seafarers fail. We can and must break this vicious circle. Look at the findings – 50% of our seafarers are frustrated by frequent alarms. It was found that 77% want alarms to be useful alarms and not a nuisance. They are extremely busy people, because we ask them to be jacks of many trades. Therefore, in my opinion, quite rightly they expect alarms to be useful and effective."

This is one of few surveys which actually include seafarers. Action is needed to address seafarers' concerns and Captain Szymanski called on manufacturers to work with ship operators and crew representatives to identify which alarms are particular problems and to produce more effective alert methods. He added, "Seafarers are tired of being blamed for everything. It is important that we take a human-centric approach to this and find solutions that benefit our crews in the workplace rather than hinder them when carrying out vital tasks."

The report concluded by stating that it is evident from the feedback of these seafarers that the current regulations and arrangements relating to bridge alarm monitoring and systems can be improved upon. Doing so will improve the working environment of seafarers and assist with the reduction of related claims.'

For further information go to: <http://tinyurl.com/yyawljku>

Will the United States Allow its Commercial Shipyard Industry to Die?



by Sidelights staff



PHOTO BY TOMÁS DEL CORO, VIA WIKIMEDIA COMMONS

MV Magnolia State under construction at NASSCO Shipyard in 2016. Her sister ship, MV Garden State can be seen in the background. These Jones Act Product Tankers were built for American Petroleum Company. NASSCO is one of the few U.S. Shipyards that build deep sea commercial ships.

In late July Congress-man Garamendi (D-CA) and Senator Wicker (R-MS) re-introduced the Energize American Shipbuilding Act. This bipartisan legislation would require that 15% of the total seaborne LNG exports be carried on U.S. built ships by the year 2041. The bill would further require that by 2033, 10% of all crude oil exports be carried on U.S. ships. These ships would sail under the American flag with U.S. crews. It is estimated that the bill would result in the construction of more than 40 ships. This would be an excellent start to energizing American shipbuilding but more help is needed to save the U.S. commercial shipbuilding industry.

The Merchant Marine Act of 1936 called for 50 merchant ships to be built in American shipyards every year for the next 10 years. World War II accelerated the need for merchant ships and from 1941 to 1946, during what is considered the apex of American shipbuilding, U.S. yards built over 2,700 Liberty and over 500 Victory ships. The SS *Patrick Henry*, the first liberty ship, took 150 days to build and, as depicted on the front cover, the average time to build a liberty ship was 42 days. The liberty ship SS *Robert*

E. Peary was built in 1942 at record time of 4 days, 15 hours and 29 minutes.

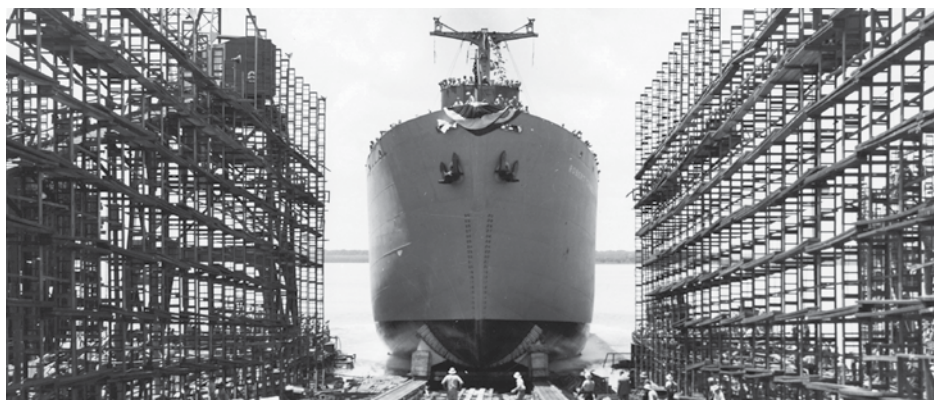
A World Leader No More

In the 30 years between 1953 and 1984, U.S. shipyards built over 600 oceangoing commercial ships. Only 83 ships have been built in the last 32 years. Since 1953 the number of major U.S. shipyards has declined from 30 to six. What changed?

There are a number of reasons that have contributed to the decline of U.S. shipbuilding. Immediately after WWII, Japan, Germany, Italy, and France built mod-

ern shipyards to replace those destroyed during the war. There was no demand to upgrade the US shipyards as the need for shipbuilding had slowed due to the large number of ships (over 2,000) available to the private sector. Since the early 1960s, other factors, such as globalization, recessions, and overbuilding have negatively affected the U.S. shipbuilding industry.

Perhaps the most critical occurrence that led to the decline in American shipbuilding was a major regulation change that occurred in 1981. Part of the Merchant Marine Act of 1936 called for a



A Liberty ship sliding down the ways in 1943, during the hay-day of American shipbuild. Launched just 24 days after her keel was laid, it would take another ten days to complete her outfitting. Photo taken at the Bethlehem-Farfield Shipyard, Baltimore MD.

COURTESY U.S. LIBRARY OF CONGRESS.



Construction-Differential Subsidy (CDS). The Reagan Administration stopped this subsidy to US shipyards. Because of this, American yards could not compete against foreign yards that continued to be subsidized by their government. Since that time, the number of U.S. shipyards capable of building deep-draft, self-propelled, oceangoing merchant and/or naval ships of at least 400 feet in length has declined from 19 to 6. It has taken four decades, but foreign subsidized shipyards have drastically damaged the American shipbuilding industry.

China is a major player in the world shipbuilding market, yet the President's trade wars have not addressed that sector, an industry where American workers have been ill-treated for decades. Even if "concessions" are won from China, the goods will still be transported on foreign flag ships built in foreign shipyards.

Once the world leader in shipbuilding, U.S. commercial shipyards now account for less than 1% of the world market. According to the Wall Street Journal (8/1/2019), "South Korea's merger of Hyundai Heavy Industries Co. and Daewoo Shipbuilding & Marine Engineering Co. and the Beijing-engineered marriage of China Shipbuilding Industry Corp. and China State Shipbuilding Corp.



William Mahan, a Puget Sound Naval Shipyard and Intermediate Maintenance Facility worker from Puyallup, Washington, grinds a bulkhead. Several shipyards are partnering with High Schools, Community Colleges, and vocational schools to train a younger workforce for shipyard jobs.
PHOTO: US NAVY PHOTO

will create two behemoths that will control around 46% of the global market among the world's top 10 yards..."

Economic Impact

The closing of so many U.S. shipyards has had a negative impact on the U.S. economy. The closures have resulted in the direct loss of over 70,000 well-paying jobs since the end of the CDS. That number does not include the loss of jobs which are linked to the shipbuilding

industry, such as Navel Architects, steel workers, and supporting equipment manufacturers (pumps, deck machinery, generators, etc.). The Department of Transportation has estimated that for every shipyard job, three additional jobs are created. Thus, the actual impact on job loss due to shipyard closures since 1980 is over 280,000 jobs.

Despite good wages (workers at the Norfolk, VA yards average over \$80,000 per year), shipyards are having difficulty attracting younger workers. High schools are pushing their students to attend college and are failing to encourage them to pursue a vocational calling. Some yards have begun to partner with high schools and community colleges to offer marine training programs that include shipyard skills such as welding and pipe-fitting. Unfortunately, the uncertainty of steady employment, due to unpredictable ship orders and commitments to repairs, has had a negative effect on attracting new workers to shipyard jobs.



A ship under construction at Philly Shipyard (formerly Aker Philadelphia Shipyard). According to the Wall Street Journal, the yard has delivered more than half of all Jones Act oceangoing vessels since 2003. It has recently obtained orders from MARAD for repairs to Ready Reserve ships, but it needs new ship orders to keep its workforce employed.
PHOTO COURTESY OF PHILLY SHIPYARD

Jones Act Under Attack

Because of the high cost of building in U.S. yards, demand for large American built ships has declined. Today most orders come from the military and a few Jones Act Ships. Despite the les-

Continued next page >>>

sons that should have been learned from the Reagan experience, critics, such as Colin Grabow at the CATO Institute, continue to push for repeal of the Jones Act. The CATO Institute even goes so far as to suggest that the Jones Act is the cause of traffic jams in New York and the along the Eastern seaboard by posting billboards that say, "Stuck in Traffic? Blame the Jones Act."

In reality, the Jones Act is the backbone of what is left of the U.S. maritime industry and may be the only reason any commercial U.S. shipyards remain operational. A recent study published by PricewaterhouseCoopers for the Transportation Institute found that the maritime industry is responsible for over 600,000 jobs and contributes more than \$154 billion in total U.S. economic output annually. Repealing the Jones Act would be detrimental to the U.S. economy, but of greater consequence, it would be ruinous to our national security.

Shipbuilding Needed for National Security

In June, 2018, Loren Thompson wrote in Forbes that, "Washington might not have the time to build up its merchant marine before decisive battles are fought in a future conflict. ... Lack of logistics can have lethal consequences in a fast-moving military campaign." The merchant marine has been called the fifth arm of defense and the need for U.S. flag merchant ships to transport military supplies has been well documented. There is bipartisan agreement in congress that that the lack of U.S. flag ships must be addressed in the very near future. One only needs to look at the state of our ready reserve fleet to understand the need for U.S. shipyards.

No one is suggesting that there is a need to build 3,000 ships in the next five years, but the United States needs to maintain sufficient shipbuilding capabilities if it is to continue to have a merchant fleet which is needed for national security. MARAD and the military have recently sounded the alarm on Capitol Hill of the need for U.S. shipyards to begin building ships that will fly the American flag. Several members of Congress, including Congressman Garamendi and Senator Wicker have



Washington state ferry MV Chimacum under construction in 2016 at Vigor Shipyard in Seattle, WA. Vigor Shipyards was recently purchased by the Nation's second largest private-equity firm, the Carlyle Group. This may not be good news for Vigor Shipyards as the Carlyle Group invests heavily in leveraged buyout transactions.



The Massachusetts Maritime Academy Training Ship the TS Kennedy in the Brooklyn Shipyard dry dock in 2018. The ship was built in 1964 as a MARAD break bulk cargo ship (C4) at Avondale Shipyard in New Orleans, LA. Originally the SS Velma Lykes, she was delivered to Lykes Brothers Steamship Co. in 1966. Massachusetts Maritime Academy is in need of a new training ship to replace this 50 year old ship. Funding has been approved a second National Security Multi-Mission Vessel (NSMV) which will be Mass Maritime's new training. The new is expected to be delivered in the spring of 2024.

PHOTO: BY KIND PERMISSION FROM NATHAN KENSINGER. HE IS A PHOTOGRAPHER WHO HAS BEEN DOCUMENTING NEW YORK CITY'S ABANDONED EDGES, ENDANGERED NEIGHBORHOODS, AND POST-INDUSTRIAL WATERFRONT FOR MORE THAN A DECADE. HIS PHOTOGRAPHS HAVE BEEN EXHIBITED BY THE MUSEUM OF THE CITY OF NEW YORK, THE QUEENS MUSEUM, THE BROOKLYN MUSEUM, THE NYC PARKS DEPARTMENT, AND INSIDE THE ATLANTIC AVE-BARCLAYS CENTER SUBWAY STATION.

responded. Will it be too late? **Sources:** www.shipbuildinghistory.com (Decline of U.S. shipbuilding and Shipbuilding History) Seattle Times (Jon Talton, Aug 6, 2019), A Brief History of Shipbuilding in Recent Times by Tim Colton/LaVar Huntzinger, Decline in

U.S. Shipbuilding Industry: A Cautionary Tale of Foreign Subsidies Destroying U.S. Jobs September 01, 2015, Aaron Klein, The OTA Legacy -<https://www.princeton.edu/~ota/>, MARAD, Wall Street Journal, the CATO Institute, USNI News, the Transportation Institute

The Bridge Team and the OODA Loop

As he was unable to be in San Diego, Captain John Konrad of gCaptain, gave his presentation at the Professional Development Conference via YouTube. Captain Konrad began by stating "Our safety is written

Gulf War. The Air Force and Navy flyers took it on board reluctantly, and it is used now in the cockpits by commercial pilots. Conversely, the Surface Navy did not embrace this training for its ship's officers and the US Merchant Marine is unaware that OODA exists. Captain Grant Livingston and his brother Captain George Livingston are working in conjunction with Captain Konrad to bring the OODA Loop to the Merchant Marine. The idea would be to incorporate this concept into BRM.

Captain Konrad gave a brief biography of Colonel John Boyd including why he was nicknamed "Forty Seconds Boyd." This nickname originated from a standing challenge as an instructor pilot that, beginning from a position of disadvantage, he could defeat any opposing pilot in a dogfight in less than 40 seconds - he never lost a challenge. Colonel Boyd put a number on aircraft maneuverability and used that matrix to help develop the F-16 Fighting Falcon and the F/A-18 Hornet.

Congressional influence lies with the military

Captain Konrad suggested that CAMM and the U.S. Merchant Marine should concentrate their lobbying efforts on the Department of Defense as opposed to Congress. We need to use the military as a lever to help finance the rebuilding of the Merchant Marine. All branches of the military understand the importance of the Merchant Marine in time of conflict. Captain Konrad said that as a member of CAMM, he loves and supports the organization but to move the U.S. Merchant Marine forward we must engage the admirals of the Navy & USCG. We need to solicit the Military for help in rebuilding our Merchant Marine as they have the muscle to influence Congress.

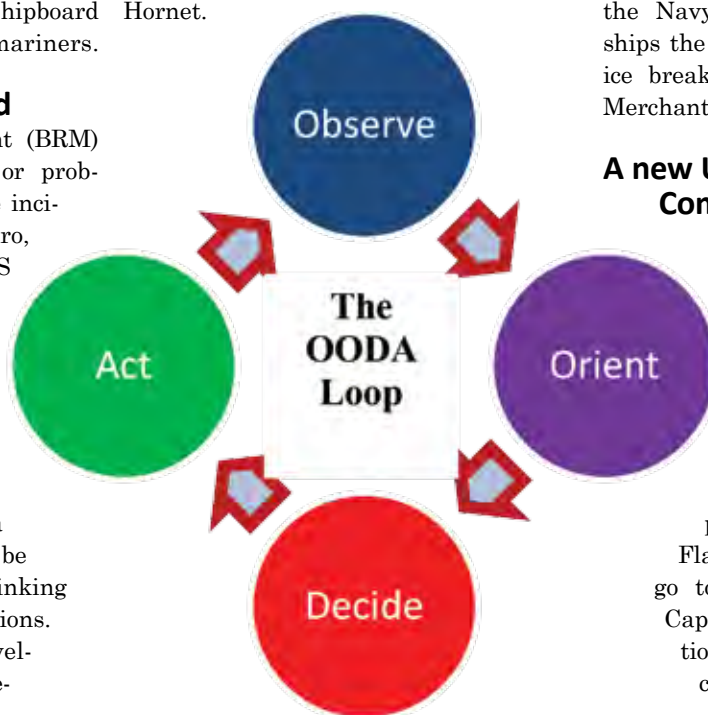
Captain Konrad used the cost of the recently completed stealth destroyer USS Zumwalt at a cost of \$4 billion to make his point. Two more of these vessels are to be delivered to the Navy but there are questions as to their usefulness. If the Navy had cancelled one of these ships the \$4 billion could have built two ice breakers and virtually rebuild the Merchant Marine Ready Reserve Fleet.

with the blood of the sailors who went before us." He based this statement on the fact that many lives have been lost in major maritime disasters but said disasters have resulted in new safety regulations. By learning from past mistakes, we learn to improve shipboard safety and become better mariners.

BRM needs to be updated

Bridge Recourse Management (BRM) has been identified as a major problem in nearly all recent marine incidents, including the SS El Faro, the USS Fitzgerald and USS John S. McCain. A new safety regulation cannot really fix a faulty BRM Team. Captain Konrad believes there is a better system that can be used on the bridge of ships. It is called the OODA Loop (Observe Orient Decide Act), which is a practical concept designed to be the foundation of rational thinking in confusing or chaotic conditions.

The OODA Loop was developed by U.S. Air Force strategist Colonel John Boyd in the 1950s and was used by the military during the first



The OODA Loop was developed by U.S. Air Force strategist Colonel John Boyd in the 1950s. Col. Boyd's OODA Loop. A case is being made that it should be incorporated into Bridge Resource Management

A new U.S. Flag Shipping Company

Captain Konrad explained his reason for not being in San Diego. He is in the process of launching a new U.S. Flag Shipping Company called gShip. Starting small out of NY Harbor, it will be a short sea shipping company which will encourage people to invest in American Flag ships. For more information go to: <https://www.gship.it> To see Captain Konrad's entire presentation go to: <https://www.youtube.com/watch?v=Qf7HPtDjPw>



Courtesy of
gCaptain

Why is the Coast Guard on My Ship?

Ever wonder why the U.S. Coast Guard (Coast Guard), a federal military service, regulates commercial vessels? After all, the Air Force doesn't regulate commercial aviation, and the Army Transportation Corps does



By Captain Tuuli Messer-Bookman

not regulate and police commercial trucking or our railroads.

Imagine if the Air Force regulated aviation the way the Coast Guard regulates commercial vessels and crews. The Air Force would:

- Specify construction materials and generate specifications for aircraft
- Generate specifications on all safety, propulsion, control and navigation equipment
- Approve and inspect all aircraft and ancillary equipment
- Staff and train the air traffic control towers and controllers
- Place and maintain navigational beacons
- Examine and license all pilots and other aviation personnel, set fitness requirements, etc.
- Hold hearings to discipline pilots, issue and revoke licenses
- Provide search and rescue operations
- Perform drug and migrant interdiction
- Arrest criminals in the aviation theater
- Conduct post-incident investigations
- Generate regulations and make recommendations to Congress

However, the Air Force does not regulate civilian aviation, the Federal Aviation Administration (FAA) does. The railroads are regulated by the Federal Railroad

Administration (FRA), and the trucking industry is regulated by the Federal Motor Carrier Safety Administration (FMCSA). All three of these agencies are under the Department of Transportation. All are staffed by civilians who have subject-matter expertise in their industry. The Coast Guard is not staffed by civilians with subject matter expertise and their personnel cannot be fired.

Currently, the Coast Guard has 11 "missions" and lists 36 different "programs" on their websites.¹ This is a breakdown of a typical day:

On an average day, the Coast Guard conducts 45 search and rescue cases, saves 14 lives, assists 66 people in distress, seizes 1,214 pounds of cocaine and 144 pounds of marijuana, conducts 40 waterborne patrols of critical maritime infrastructure, interdicts 17 undocumented migrants, escorts 7 high-capacity passenger vessels, conducts 16 security boardings in and around U.S. ports, conducts 13 fisheries conservation boardings, services 82 buoys and fixed aids to navigation, investigates 32 pollution incidents, completes 25 safety examinations of foreign vessels, conducts 10 marine inspections, investigates 18 marine casualties involving commercial vessels . . .

Not mentioned on the site are ice patrol, design and specification activities for marine equipment and vessels, and myriad other missions, such as the National Maritime Center which handles over 208,000 active merchant mariners and in 2018, processed over 44,000 merchant marine credentials – and earned a 96% customer approval rating in the process. Of their roughly \$11 billion budget, only about 5% is spent on Marine Safety. The Coast Guard is clearly doing a lot with a very little.

But why is a military branch regulating commercial marine activity? It did not start out that way. In 1790, President George Washington signed the Tariff Act, which authorized the building of ten "cutters" to enforce the Act. This resulted

in Secretary of the Treasury Alexander Hamilton creating the Revenue Marine, whose primary mission was to enforce and collect custom's tariffs. Until the formation of the U.S. Navy in 1798, the Revenue Marine (Coast Guard) was the only branch of the government whose vessels had weapons. As the nation's only maritime force, the cutters did more than just enforce tariffs, they performed search and rescue operations, shuttled dignitaries about, ran operations against slave traders, carried mail and, under the 1822 Timber Act, it even protected the nation's timbers from being poached.

In 1894 the name changed to the U.S. Revenue Cutter Service. In 1915, the Revenue Cutter Service merged with the Lifesaving Service and was renamed the Coast Guard. The U.S. Code authorizing the merge stated "The Coast Guard . . . shall be a military service and a branch of the armed forces of the United States at all times."² In 1939, the Coast Guard absorbed the U.S. Lighthouse Service, further broadening its mission to include maintenance and operation of navigational aids.

In 1942 the duties of the Bureau of Marine Inspection and Navigation (previously the Steamboat Inspection Service) which included the licensing of merchant mariners and safety inspections of commercial vessels, were passed to the Coast Guard. By 1946, these duties were fully absorbed by the Coast Guard and the Bureau of Marine Inspection and Navigation was abolished.

In 1967, the Coast Guard was passed from the Treasury Department to the Department of Transportation.

During periods of war or national emergency, the Coast Guard's operational control can be passed to the Navy, as happened in both World Wars and other conflicts. In 2003, the Coast Guard once again fell under military control when it was moved to the Department of Homeland Security, but this time it was not due to war or crisis.

The Posse Comitatus Act of 1878 prohibits use of the military to enforce



Photos top L to R: "As the stricken whaling crews await aboard their vessels, the desperately needed supplies are hauled over the frozen earth by members of the Revenue Cutter BEAR."; March, 1898; Photo No. 188-75; photographer unknown. U.S. Coast Guard Cutter Healy U.S. Coast Guard photo by Petty Officer Patrick Kelley. Bottom L to R: At one time, the USCG had horses to patrol the coast. Mounted Beach Patrol, WWII Coast Guard Archives. The Maritime Security Response Team's tactical boat delivery team (TDT). U.S. Coast Guard photo by Petty Officer 2nd Class Jetta H. Disco. (<https://creativecommons.org/licenses/by-nc-nd/2.0/>) PORTLAND, Maine - The crew of Coast Guard Cutter Marcus Hanna work to deploy a vessel of opportunity skimming system from the deck of the ship as part of Spill of National Significance Drill, March 24, 2010. (Photo by U.S. Coast Guard Petty Officer 2nd Class Etta Smith) <https://coastguard.dodlive.mil/2010/03/coast-guard-leads-intergovernmental-disaster-response-drill/> PENSACOLA, Fla. (May 4, 2010) The U.S. Coast Guard seagoing buoy tender USCGC Oak (WLB 211) gets underway from Naval Air Station Pensacola to support cleanup efforts from the Deepwater Horizon oil spill. Deepwater Horizon was an ultra-deepwater oil rig that sank April 22, causing a massive oil spill threatening the U.S. Gulf Coast. U.S. Navy photo by Patrick Nichols



domestic law and policy, except under extreme circumstances, like national disaster or terrorist threat. However, the Coast Guard, despite being a branch of the armed service, is exempt from Posse Comitatus. The Act specifically named the Army and Air Force, but no mention was made of the Navy, Marine Corps or Coast Guard. The Department of Defense later enacted regulations to apply the Posse Comitatus to both the Navy and Marine Corps, but no such regulation has ever applied to the Coast Guard!

The Coast Guard, now a hybrid military and domestic law enforcement service, has full powers of subpoena, arrest and investigation. They can board any US flag vessel at any time, in any waters and without probable cause. This unique military branch writes the regulations that they then enforce against recreational and civilian mariners and companies. In short, the Coast Guard can regulate, rescue, arrest and administratively discipline civilians.

Additionally, the Coast Guard is often the lead agency on casualty investigations, though they themselves have no interest in pursuing mariners criminally, but they do pass their completed investigations on to other state and federal law enforcement agencies. This is absolutely NOT what the founding fathers had in mind.

Despite doing many things exceptionally well, the Coast Guard's missions are sprawling and often unrelated, such as ice patrol, drug interdiction, environmental protection, construction standards, rescue, fisheries enforcement, buoy tending and migrant interdiction. An indication of just how broad the Coast Guard's mission is, in August 2019, the Coast Guard held a joint training operation with the Malaysian Navy in Lumut, Malaysia. They also have an attaché program with posts overseas. The Coast Guard is comprised of military personnel, not maritime subject matter experts. It can be argued that their expertise is too thin and their budget too small

to justify their regulation and supervision of the complex and dynamic commercial and recreational maritime world. Additionally, military personnel are usually transferred both geographically and operationally every 2-3 years, which surely interferes with mastery of any subject.

The Coast Guard remains the only federal military branch not restrained by Posse Comitatus. It is also the only military branch that has a concurrent domestic law enforcement role. Unlike any other transportation sector (recreational and commercial cars, trucks, planes, and trains) domestic maritime activity is regulated by a branch of the armed forces. Perhaps it is time that regulation of maritime affairs be transferred to the Department of Transportation and put under the civilian subject matter experts of the Maritime Administration (MARAD). <https://www.dco.CoastGuard.mil/DCO-Commands/> and www.gocoastguard.com 14 U.S.C. §1

Surface Warfare Officers Need Mariner Credentials

This article appeared originally in the January 2019 issue of the U.S. Naval Institute Proceedings magazine. Copyright U.S. Naval Institute. Reprinted with permission.

By Captain John C. Nygaard, U.S. Navy (Retired)

Following the 2017 Navy ship collisions in the Pacific, the Vice Chief of Naval Operations (VCNO) directed the 2017 Comprehensive Review” (CR) of maritime training, operations, and the state of surface warfare mariner skills. While the subsequent “Secretary of the Navy Strategic Readiness Review” (SRR) offered a strategic look at Navy culture and sought ideas from industry, the CR was a more tactical consideration of how the Navy does business related to training and operations.

The CR research team engaged the merchant maritime community, paying a visit to the Maritime Institute of Technology and Graduate Studies, Maryland, to study their processes. Two important lessons were captured and subsequently addressed in the CR report. The first was that the Navy had not taken advantage of a more mature mariner-skills assessment process—the Navigation Skills Assessment Program established and accepted by several maritime companies to periodically measure individual skill levels with the goal of better identifying mariners who needed refresher training to sharpen specific areas. The CR directed the Navy to implement a similar process as the first of 50 recommendations.

Similarly, the second lesson was the Navy needed to train to a level that meets the U.S. Coast Guard’s licensing crite-

ria based on the International Maritime Organization’s (IMO’s) Standards of Training Certification and Watchkeeping (STCW). The CR report mentions STCW beginning on page 44: “U.S. Navy Surface Warfare Officers must be capable of demonstrating seamanship and navigation competence in more stressing and challenging operating environments, from benign situations in which their warship is able to use all available IMO/STCW resources . . .”.

Following the release of the CR and SRR reports, the VCNO formally established the Readiness and Reform Oversight Committee to verify that CR and SRR recommended actions would be carried out. Although the CR suggests the Navy consider adopting STCW to align with the training of most professional mariners and many other countries’ navies, it is not listed as an actionable task. The Navy has recognized the value of STCW, and has been making great strides in improving its mariner training. The “Building More Capable Mariners” initiative expanded the number of STCW validated courses to include Bridge Resource Management, Electronic Chart Display and Information System-Navy, Radar Observer, and Automated Radar Plotting Aid.

Navy surface warfare officers (SWOs) have much to learn beyond mariner skills in their first tours. SWOs typically begin their shipboard careers by standing watch on the bridge, eventually graduating off the bridge to watch positions that demand competence in weapons and sensor systems. The goal is to move officers to steadily master the many warfare disciplines required to fight at sea in the modern age. Mariner skills are foundational, but they are

only the first stage of a complex career path to command at sea and beyond.

The benefits to the Navy of adopting STCW would be numerous. For starters, Navy veterans could transition from active duty with internationally recognized credentials, much as do pilots. Interestingly, the U.S. Army’s mariners are granted Coast Guard licenses during their careers because of the maritime training alignment to STCW, and the U.S. maritime industry hires more soldiers than sailors to drive ships. Additionally, increasing the number of Military Sealift Command and Maritime Administration mariners familiar with Navy operations would improve Merchant Marine–Navy interoperability, an important capability in future campaigns that will require more civilian mariners for logistics support. Hires from the Navy for both these organizations would already have a thorough grasp of concepts such as screening, zigzag plans, and 4-Whiskey grids.

This would also align with and support the ongoing “Military-to-Mariner” (M2M) initiative to revitalize the U.S. merchant marine industry, an effort that began several years ago when congressional support was sought to address strategic sealift crewing shortfalls. In a recent estimate, the U.S. strategic sealift manning deficit was in excess of 1,800 positions, a shortfall that negatively affects U.S. ability to execute several major military contingency plans.

Congressional support increased in 2016 after M2M attracted the attention of the Senate Committee on Veterans Affairs, which helped get this issue captured in the 2017 National Defense Authorization Act. After the 2017 ship collisions, the House Subcommittee on



PHOTO COURTESY: CROWLEY

The crew of MV Sunshine State takes the ship to sea from Pascagoula, Mississippi. The U.S. Navy would benefit from formally adopting civilian mariner certification standards.

Seapower and Power Projection recommended the Navy require junior SWOs to earn the Merchant Marine 3rd Mate's license. This recommendation eventually evolved to requiring the Navy to formally adopt STCW, as reflected in the 2019 National Defense Authorization Act language: "Not later than March 1, 2019, the Secretary of the Navy shall submit to the congressional defense committees a report that includes each of the following: A detailed description of the surface warfare officer assessment process; a list of programs that have been approved for credit toward merchant mariner credentials; and a complete gap analysis of the existing surface warfare training curriculum and STCW."

Short of fully adopting STCW, the Navy could seek to have much of its existing training recognized as STCW-compliant by the Coast Guard National Maritime Center's credentialing authority. The current process to receive credit for mariner skills requires documen-

tation—which often does not exist for certain career experiences. While the Navy's recent introduction of the Surface Warfare Mariner Skills Logbook is a great step toward documenting the mariner's career, the process for earning civilian credentials remains cumbersome.

Navy and Coast Guard leaders should work to maximize SWO training and experience accreditation. Perhaps this subject can be addressed at the next senior Navy-Coast Guard "Cross-talks." The process of Navy SWOs earning mariner credentials should be streamlined as much as possible.

Many enlisted ratings also would benefit from Coast Guard mariner credentials, including logistics specialist, boatswain's mate, culinary specialist, hospital corpsman, and most engineering ratings.

STCW applies directly to Navy maritime skill requirements and reads much like Navy personnel qualification standards. There is a minimal requirement in STCW for merchant cargo operations,

and this obviously should be omitted for the Navy's purposes. No curriculum is tailored to address only the education and experience gaps that a Navy veteran may have. However, if a Navy veteran should need the cargo credential in pursuit of a license, at least two U.S. maritime training institutions have stated they could tailor a customized curriculum.

The Navy continues to create and develop impressive mariners and warriors. Helping maritime veterans transfer their skills is good for the Navy and good for the nation—as is enhancing the value of the SWO pin. ↓

CAPTAIN NYGAARD retired from the Navy in 2014 after more than 30 years as a surface warfare officer. He commanded the USS Paul F. Foster (DD-964), USS Vicksburg (CG-69), and Tactical Training Group Atlantic. He currently works for Crowley Maritime and is a Navy Shiphandling Simulator Trainer instructor at Naval Station Mayport, Florida.



2020 Annual General Meeting and Professional Development Conference



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

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

Plan to be there!

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

The 2020 AGM will include the election of CAMM National Officers. Captain Cowan will be stepping down due to term limits. Captain Hunziker will be running for President. Members will receive their ballots in late February of early March. Besides the list of Officers running for election, there will be a ballot for Constitution and By-Law changes.

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



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



Council of American Master Mariners

2020 Sponsorships



Professional Development Conference & Annual General Meeting

May 6-8, 2020 Port Canaveral, FL

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Platinum – \$5,000

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- Inclusion of company promotional item in the Welcome Kit
- Six-foot table for promotional display (or stand-up booth display)
- Six (8) Tickets to the Thursday Night Social Event (Dinner Cruise)
- Six (8) Tickets to the Friday Night Closing Banquet

Gold – \$3,000

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

Silver - \$2,000

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

Bronze - \$1,000

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

Master Mariner - \$500

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

Contributor - \$100

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

Other Sponsorships

These Sponsorships include:

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

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

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

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

Logo/Banner displayed in suite . Please indicate your preference

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

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

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

- Thursday CAMM PDC
- Friday: CAMM AGM

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

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

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

Closing Banquet Table \$750

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

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

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

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

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C/O Captain Manny Aschemeyer
30623 Chihuahua Valley Rd.
Warner Springs, CA 92086-9220



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

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: _____

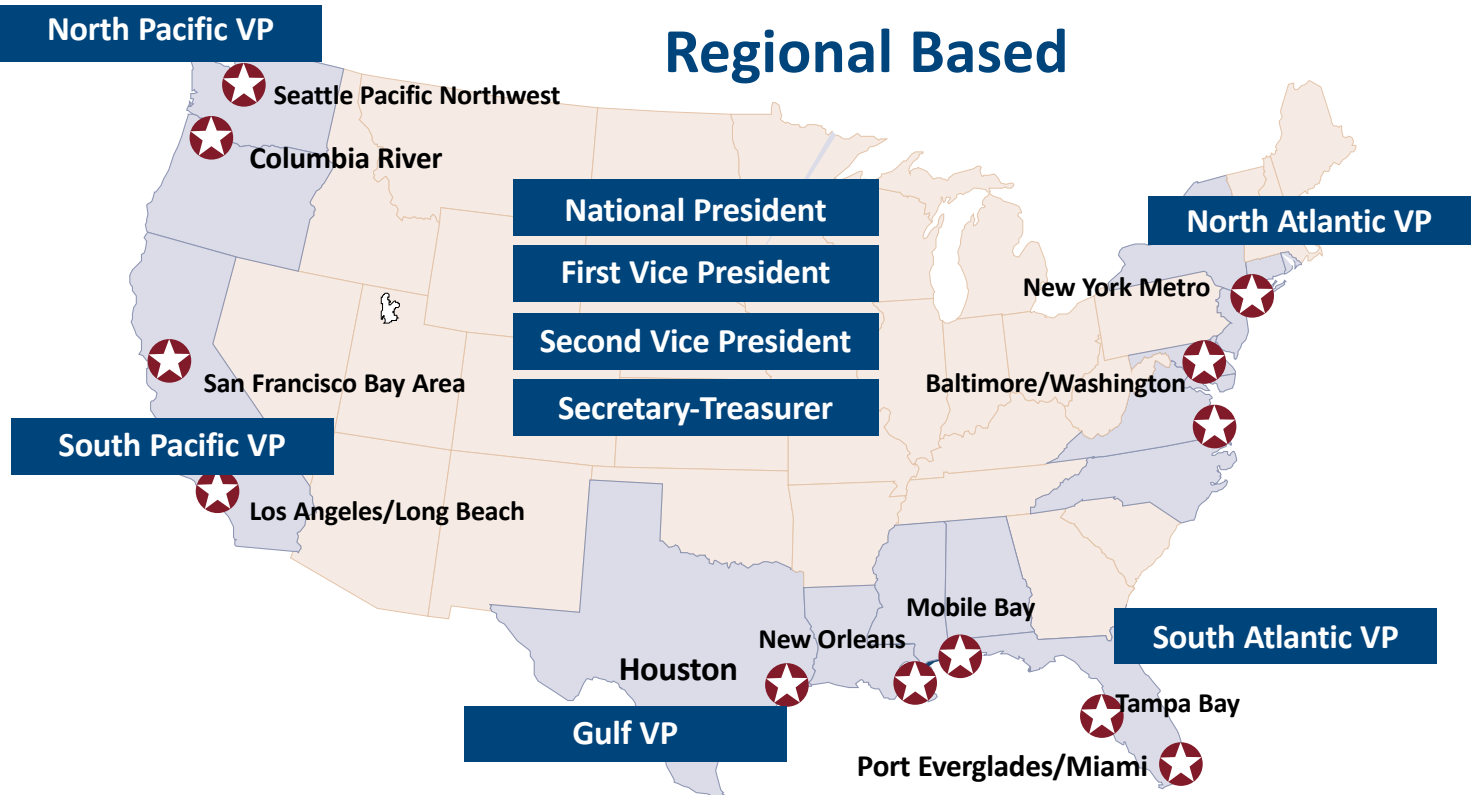
Signature: _____ Date _____

LaLonde Spirit of the Seas Award Nominations Open

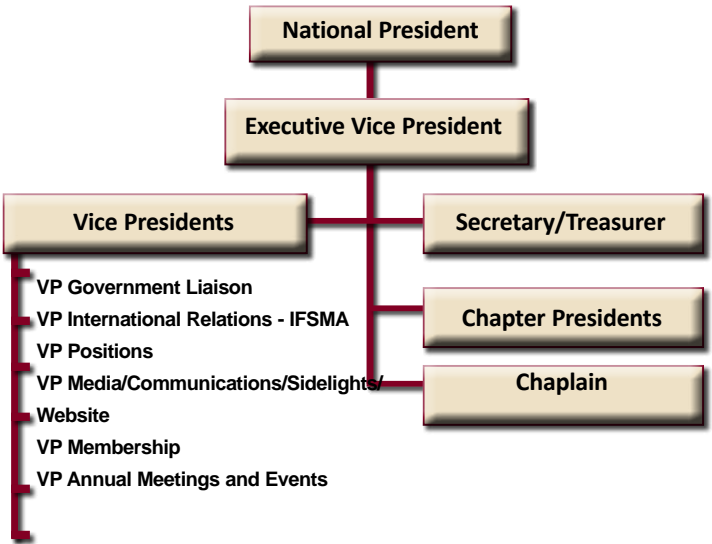
Nominations are now open for the 2020 LaLonde “Spirit of the Seas” Award. It’s time to recognize one of our members for accomplishments, singular or sustained, that go beyond the routine standards of excellence expected of our trade. A person that embodies the “Spirit of the Sea” in their lives. It’s time to share with the rest of us and get the

word out on one of our members who made that character-building decision that really needs to be memorialized. Nomination forms are to be found on the CAMM website (www.mastermariner.org) and on the opposite page. 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 2020. Send or email submissions to the Lalonde Committee Chair, Captain Gussie Roth at Texas A&M University at Galveston, P.O. Box 1675, Galveston, Texas 77553; email: captroth@mastermariner.org phone: (409) 740.4471



Task Based



Proposed Leadership Structure Change

At the last AGM the BOG voted to put forward to the membership a change in CAMM’s Leadership Structure. The proposal is to move from a Regional Structure to a Task Based Structure. The proposed change will be a ballot vote by the entire membership. In the next addition of *Sidelights* there will be more detailed information, including pro and con letters from CAMM members. Graphics for visualizing the current structure (Regional Based) and the proposed change (Task Based) structure are illustrated on this page.

IFSMA is the Shipmasters' Voice at IMO



by Captain Cal Hunziker

At Helsinki on September 26, Commodore Scorer gave his report on the activities of IFSMA during the year following the 44th AGA in Buenos Aires, Argentina. During his remarks, he singled out CAMM for bringing forward the problem for seafarers with the misuse of AIS by fishing vessels. Excerpts from Commodore Scorer's report follow with my comments.

You should all be aware that in July last year, after more than 20 years at Lambeth Road, the Headquarters moved Office and we now have a desk in the

Headquarters of IMarEST (Institute of Marine Engineering, Science and Technology), just off Westminster Square in the center of London. We have significantly better facilities than we have had in the past and more importantly we have saved 50% of our office budget on the new lease. With modern Video Conference facilities available to us, we are developing new ways of working remotely and hopefully save those Associations represented on EXCO significant sums by avoiding travel and accommodation costs. Comment: Having visited and worked at this office, I can further report that the facility is far and above IFSMA's old offices; very modern and fully staffed with technicians that allow IFSMA to communicate on the cutting edge of current technology.

September last year saw us hold the first ever IFSMA Special General Assembly to vote on the five Resolutions drawn up by the 44th AGA in Buenos Aires. They are as follows: 1) increase the

Vice Presidents from 7 to 10, 2) employ a full time Secretary General, 3) increase Annual Subscription fees, 4) increase voting rights and 5) introduce 30 days' notice for nomination for election to Executive Committee. In addition, as part of prudent cost savings measures, it was agreed that from 2019 onwards the Annual General Assembly would be held every two years. Comment: The Meeting was well attended by 15 Member Associations and two Individual Members. All the Resolutions were voted in by a majority of over 90%.

IFSMA at IMO

The IFSMA focus, as always, is representing the shipmaster at the IMO. It has been a busy period and I will focus on a few key points. Last year, following a key intervention I made on the impact of corruption on Shipmasters, I was asked to represent IFSMA on the Maritime Anti-corruption Network Cross Industry Working Group. I led a small delegation with ICS and ITF which resulted in getting the 6 Nations to support a paper on the subject. Our strategy effectively obliged all nations to agree to a New Output, (subject to agreement by Council) which would align IMO Regulations and the Maritime Industry with the United Nations Convention against Corruption (UNCAC). This will be put to the IMO Council for agreement at the end of October. Comment: If agreed, this will be the first time in history that the subject of corruption in our Maritime Industry will be on the Agenda at the IMO.

Seafarers' Safety

You have heard me speak about my concern at how the Human Element (Mariners) are considered at the IMO. I was asked to set up a Human Element Industry Group of NGO to attempt to move this forward. We



IFSMA Offices are now located at 1 Birdcage Walk, Westminster, London

PHOTO FROM IMAREST

intend to introduce a Paper that we expect will make a difference so that New Outputs at the IMO will take into account the Human Element. This is just a start. We expect to produce a Paper early next year to take a holistic view of Entry into Enclosed spaces in all types of ships in an attempt to reduce the numbers of deaths.

As Members of the Industry Lifeboat Group we remain one of the more active members in lobbying for increased safety for the operation of lifeboats. Earlier this year we, along with a number of others, successfully proposed amendments to the LSA Code in order to ensure adequate safety standards for lifeboats and rescue boats fitted with single fall and hook systems with on-load release capability.

IFSMA continues to work hard in the area of pollution in our environment and we are involved in the Working Groups on prevention of plastics at sea and greenhouse gas emissions. We are working with the ICS and others to ensure that the Minimum Power for Ships is properly addressed and not arbitrarily imposed. The latter could endanger the maneuverability of ships, Mariner, and increase the chance of pollution.

Criminalization of the Shipmaster

Criminalization of the Shipmaster is one of our Key Challenges. I take every opportunity to raise this issue at the IMO with National Delegations and in all of the appropriate committees. I also took the argument to the European Union where I was given able to address their Security and Defense Committee on the potential for criminalization of the Shipmaster when rescuing migrants in the Mediterranean. As a result, IFSMA was asked to assist the Office of the European Commission for Human Rights in the production of Guidance to Nations for the Treatment of Migrants in the Mediterranean. We addressed



The MV Sea Watch 3 leaving Malta

PHOTO FROM SEA WATCH

the issue of the criminalization of the Shipmaster within a number of Chapters.

In June of this year the MV *Sea Watch 3* belonging to the German NGO, *Sea Watch*, based in the Mediterranean, primarily to rescue migrants in distress, was arrested when trying to land the rescued migrants in Italy. The Shipmaster was charged with causing a collision with a police launch and was threatened with charges of smuggling and people trafficking. This was of great concern to our German Association, VDKS, who condemned the arrest. The charge of causing a collision was dismissed and to date no other charges have been brought against the Shipmaster. During this time IFSMA lobbied a number of EU Nations and Agencies to put pressure on the Italian Authorities to refrain from further prosecution.

AIS

Earlier this year we were able to raise the issue of the misuse of AIS at sea. We were alerted of specific incidents by a Shipmaster from our friends at the Council of American Master Mariners. I was able to highlight the significant increase in risk to mariners when AIS Beacons are used on fishing gear. This concern is being represented by another NGO, Comité International Radio-Maritime (CIRM), who sit on the International Maritime Organization/ ITU Radio communication Sector Working Group.

Proper Lookout

One of the key issues raised during the IMO Lessons Learned from marine accident investigations is that many acci-

Continued next page >>>

IFSMA Report >>> Continued from page 33

dents are a failure to keep a proper lookout along with an increased dependence of AIS as a collision avoidance tool. I would ask you to get the message out to the Shipmasters at sea. Are they confident of what their officers are doing on the bridge whilst the Shipmaster is trying to get some much-needed rest? I would remind you all that AIS can provide supporting information only and it is not to be used as a collision avoidance system. What these lessons show is that no matter the content of the IMO Model Training Courses and the STCW Code the majority of us are being let down by the few who seem to forget what they were taught in school and how they were trained in their early years at sea.

STCW

IFSMA and others continue to highlight the fact that STCW is overdue a major review. I would like to see his

happen in the near future. When the Review of STCW commences I will be calling for Subject Matter Experts from the Associations to help in this important work. We intend to utilize remote working enabling us to communicate more effectively. This issue is highlighted in our First Key Challenge in the Strategic Plan, namely, "we must learn from our membership where crews are lacking in practical skills and competence." We must influence STCW Amendments at the IMO and we need to help Shipmasters be more available.

Autonomous Surface Ships

The operation of Digitized Ships (autonomous) of the future is a key focus for IFSMA at the IMO. We are active in the Working Group on the Regulatory Scoping Exercise of Maritime Autonomous Surface Ship (MASS). We are represented on this by our colleagues from the Norwegian

Marine Officers Union and also Nautilus International. In addition, we are fortunate to have the legal advice from an eminent International Maritime Lawyer who gives us his time on a voluntary basis.

IFSMA in the Public Eye

The last of our Key Challenges is Public Relations and Communications. Our aim is for IFSMA to be seen as the International Voice for Shipmasters. During the recent tensions in the Middle East involving ships in the Persian Gulf, the Straits of Hormuz and Gulf of Oman I represented IFSMA in three media interviews. I was interviewed live on the British Broadcasting Corporation's World Service Radio 4, News at One, and BBC Television World News. That they sought IFSMA's views of the effect on Shipmasters and World Shipping indicates how highly respected IFSMA is on the international stage.

Implementing IMO Emissions Rules

What are the barriers to implementing IMO regulations to cut emissions from ships and how can these be overcome? These were key questions explored during an IMO regional workshop on effective ratification and implementation of MARPOL Annex VI and the initial IMO strategy on reduction of GHG emissions from ships, held in Viña del Mar, Chile (30 September-2 October). The workshop was attended by participants from Argentina, Bolivia, Brazil, Chile, Columbia, Cuba, Ecuador, Mexico, Panama, Paraguay, Uruguay and Venezuela.

The work group identified existing barriers preventing ratification of MARPOL Annex VI, such as concerns about associated costs for the refinery industry and ship owners, and identified ways to overcome these barriers, building on the experience of those four countries (Brazil, Chile, Panama, and Uruguay out

of the 12 attending) that have already ratified MARPOL Annex VI. MARPOL Annex VI contains regulations to limit air pollutants from ships, notably Sulphur oxides. The limit for Sulphur in fuel oil will be reduced to 0.50% starting 1 January 2020. Annex VI also contains rules for improved energy efficiency of ships, to reduce GHG emissions.

The participants agreed on recommendations to support further ratification and implementation of MARPOL Annex VI in the Latin American region. They also agreed to cooperate further on a regional basis, notably with regard to port State control inspections relating to provisions in MARPOL Annex VI.

A European Maritime Safety Agency (EMSA) representative trained the attendees on preparing for an effective enforcement of the global 0.50% Sulphur limit, making use of the var-



ious guidelines developed by IMO and the extensive experience with enforcement of low Sulphur requirements in European Emission Control Areas (ECAs). Possible ways for the maritime sector in the region to contribute to further reductions of greenhouse gas emissions were outlined by a representative from the United Nations' Economic



Petty Officer Michael W. Kelly is 2019 IMO Exceptional Bravery at Sea Award Recipient

IMO Exceptional Bravery Award

Petty Officer Michael Kelly, a rescue swimmer with the United States Coast Guard, will receive the 2019 IMO Award for Exceptional Bravery at Sea. The award is for his courage, perseverance and skill in rescuing four survivors from a life raft, in extremely high winds and heavy seas. A panel of judges decided that the rescue merited the highest award.

Petty Officer Michael W. Kelly, Aviation Survival Technician Second Class, Coast Guard Air Station Cape Cod, United States Coast Guard, was nominated by the United States of America for his part in the rescue operation which took place on 14 November 2018.

On that stormy day, the crew of the rescue helicopter CG6032 was directed to provide assistance to the sinking fishing vessel *Aaron and Melissa II*. The vessel's four crew members were abandoning ship in very severe weather conditions, 70 miles off the Coast of Portland, Maine, United States.

After taking off, the helicopter crew immediately encountered very strong turbulence and gusts up to 60 knots. Arriving on scene, the aircrew located a life raft, battered by raging seas.

AST2 Michael Kelly was immediately deployed into the cold water. Battling 20-foot waves and chasing the raft, which was constantly being blown away by

50-knot winds, he finally managed to reach the anchor line and pull himself to the life raft.

It was a critical situation with all four survivors suffering from hypothermia. Two were unable to swim, while the flooded raft was in danger of capsizing. With great strength and stamina,

AST2 Michael Kelly pulled each survivor from the raft, one by one, swimming strongly through the storm to keep them afloat. Each was lifted into the swaying rescue basket to be hoisted to safety.

After each rescue, AST2 Kelly was forced to regain lost ground, as the heavy winds continued to push the raft further away. He fought through extreme weather conditions, as well as physical and mental exhaustion, to save the lives of four seafarers in distress.

IMO Award for Exceptional Bravery at Sea

The 2019 IMO Award for Exceptional Bravery at Sea will be presented during the IMO Awards ceremony, to be held on 25 November 2019 at the IMO



Petty Officer Michael W. Kelly

Headquarters in London. This annual award was established by IMO to provide international recognition for those who, at the risk of losing their own life, perform acts of exceptional bravery in attempting to save life at sea or in attempting to prevent or mitigate damage to the marine environment. Such acts of bravery may also involve extraordinary skills in very difficult conditions or any other display of outstanding courage.

Nominations are scrutinized by an assessment panel made up of members of non governmental organizations in consultative status with IMO, under the chair of the Secretary-General. Subsequently, a panel of judges (made up of the Chairs of several IMO bodies) considers the recommendations of the Assessment Panel and selects the recipient. The panel of judges agreed that AST2 Kelly demonstrated truly exceptional bravery and determination.

World Maritime Day 2019 - Supporting Gender Equality, Empowering Women



On 26 September, IMO and the global maritime community celebrated the annual World Maritime Day, under the theme “Empowering Women in the Maritime Community.” IMO Secretary-General Kitack Lim said

“Gender equality has been recognized as one of the key platforms on which people can build a sustainable future. It is one of the 17 goals that underpin the UN’s Sustainable Development Agenda (SDG), which countries all over the world have pledged to implement....Women in the maritime world today are strong, powerful and constantly challenging old-fashioned perceptions. Experience tells us that diversity is better; it’s better for teamwork, better for leadership - and better for commercial performance. The maritime world is changing. And for the better. With help from IMO, and other organizations, exciting and rewarding career opportunities are opening up for women. And a new generation of strong and talented women is responding. They are proving that in today’s world the maritime industries are for everyone. It’s not about your gender, it’s about what you can do.”

This year, IMO is inviting the entire maritime world to highlight and showcase their commitment to empowering women and to supporting SDG 5 on gender equality. Join us by posting your photos, stories and messages of support on social media, using the hashtags, #WorldMaritimeDay and #WomeninMaritime.

Numerous activities throughout 2019

have helped support the message that, for sustainability and success in the modern world, empowering women in the maritime community makes sense. Shipping needs diversity in the workforce. IMO’s Women in Maritime program will continue to support the empowerment of women in the maritime sector in years to come, through gender specific fellowships; by facilitating access to high-level technical training for women in the maritime sector in developing countries; by creating the environment in which women are identified and selected for career development opportunities in maritime administrations, ports and maritime training institutes; and by facilitating the establishment of professional women in maritime associations, particularly in developing countries.

IMO has been running a highly successful program to promote women in the maritime community for more than 30 years. With IMO’s help, seven regional Women in Maritime Associations have been established, covering more than 150 countries and dependent territories. IMO provides gender-specific fellowships and scholarships at both of its maritime education establishments - the International Maritime Law Institute and the World Maritime University. This year, to help



I spent 92 days at sea as a second mate of the national’s 5th Arctic expedition team. The expedition journey is tough and happy at the same time. I needed to revise the route form now and then, depending on the ice condition. I choose this photo because I am so proud of being working on our unique “Snow Dragon” icebreaker. Sailing dream---this is my China dream that I will persist in my whole life.”

celebrate the World Maritime theme, IMO is undertaking a range of initiatives and events, such as panel discussions, a social media campaign and has launched a new film – “Turning the Tide” – which can be viewed on YouTube.

Mr. Lim urged all stakeholders to continue to work to break down barriers and empower women in the maritime community. He stressed that promoting gender equality in shipping was important not only for its own sake, but also for the practical reality that shipping must draw talent from every corner of the globe and every sector of the population to secure its own sustainability.

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Polar Code – An Instrument of Great Importance

Importance of Polar Code stressed at Greenland Summit: Changing climatic conditions are opening up the polar regions to more and more maritime activity. Ships which operate in the harsh Arctic and Antarctic regions are exposed to many unique risks. Their safety, and the protection of the polar environment have always been a matter of concern for IMO. In August, IMO Secretary-General Kitack Lim visited Ilulissat, Greenland to participate in a high-level roundtable meeting on Arctic shipping.

In his opening remarks, Mr. Lim emphasized the need for balanced and sustainable shipping activities in Arctic waters. He added that, considering the challenges ships face operating in polar waters, maritime infrastructure needs

additional development and more collaboration is necessary. Naalakkersuisoq Karl Frederik Danielsen, Greenland's Minister of Housing and Infrastructure, said that

IMO's Polar Code, which stipulates mandatory safety and environmental standards for ships in Polar waters, is an instrument of great importance to Greenland.



UN Climate Action Summit and Ship's Emissions

The UN Climate Action Summit in New York (23 September) gave global leaders the chance to show the world concrete proposals and tangible actions being taken in the fight against climate change. IMO Secretary-General Kitack Lim reported on the solid progress being made by the Organization to reduce GHG emissions from international shipping, in support of the 2030 Agenda for Sustainable Development (SDG), and in particular SDG 13 on climate change.

Mr. Lim delivered a keynote address at the opening of the World Economic Forum event on de-carbonizing shipping. He then delivered a presentation at the launch of the Sustainable Ocean Principles, (www.unglobalcompact.org/take-action/ocean) under the banner of the UN Global Compact. The Global Compact provides a tangible and practical way for the corporate world to embrace values that go beyond simply generating profits for their shareholders. He also delivered a keynote address at the side-event organized by the Government of Belgium enti-

tled "Actions speak louder than words."

Mr. Lim took this opportunity to attend bilateral meetings with several key figures in the fight against climate change, including Ms. Inger Andersen, who was appointed Executive Director of the United Nations Environment Program in February this year. He met



with senior officials of the World Bank to discuss areas of common interest. They intend to explore possible future collaboration to support the de-carbonization

of international shipping and its associated infrastructure along with marine plastic litter and waste management.

Throughout the event, Mr. Lim highlighted IMO's initial greenhouse gas strategy, adopted in 2018. This envisages a total annual GHG emissions reduction of at least 50% by 2050 compared to 2008, and eventually phasing out all GHG emissions in this century. There are several major global projects being led by IMO to bring together Member States and the industry to promote implementation of the various IMO measures related to GHG reduction.

The IMO initial GHG strategy has sent a clear signal to the shipping industry of the way forward and there are already strong signs that it is being embraced by both industry and financial institutions. Ideas are actively being explored, including battery powered and hybrid ferries, biofuels, hydrogen fuel cells, and wind-assisted propulsion.



Dedicated to supporting and strengthening the position of American Master Mariner

Join Forces with America's Master Mariners

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

CAMM's issues are your issues

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

CAMM advances the professional profile of our industry

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

CAMM builds partnerships

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

Representation at IMO through IFSMA

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

CAMM is on your side

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

CAMM supports maritime education

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

Apply at www.mastermariner.org/membership

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



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



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



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





Membership Application

The Council of American Master Mariners, Inc.

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

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

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

Present Occupation:

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

Current USCG License:

Type:	Limit:	Expiration:
Endorsements:	Limits:	

Original USCG License:

Type:	Date Obtained:
Place/Institution obtained:	

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

R - Regular:

- (RU) Unlimited Master Mariner License and commanded vessels over 5,000 GRT on voyages.
- (RP) Senior or First Class Pilot with minimum of one year experience on vessels 20,000 GRT or more.

S - Special:

- (S) Valid USCG Unlimited Master's license and has not commanded a vessel(s) over 5,000 GRT on voyages.
- (SP) Second or Third Class Pilot on vessels less than 20,000 GRT.
- (S16) Valid USCG 1600 ton Master's license and commanded a vessel or vessels on voyages.
- (S5) Valid USCG 500 ton Master's License and commanded vessel or vessels on voyages.

A - Associate:

- (A) U.S. Military equivalent of Master's license; maritime official serving in an executive, administrative or operational capacity; Person of Distinction in maritime fields of: education, training, research, regulation or government.
- (AL) Valid USCG Deck Officers license for Any Gross Tons currently sailing on vessels over 5,000 GRT.
- (AF) Foreign Master Mariner: Valid Unlimited Master License and commanded vessels over 5,000 GRT on voyages.
- (AC) Cadet/Midshipman enrolled at a maritime academy as a deck cadet/midshipman.

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

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

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

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

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

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

Signature: _____ Date: _____

Sponsored/Referred by: _____



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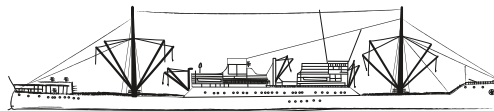
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