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Sidelights

Spring 2022 Vol. 51, № 3

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The Supply Chain
New Flags of Convenience
The Perennial Maritime Questions

**A Look Back at Last Year's
Annual General Meeting and
Professional Development Conference
2022 at the Great Lakes
Chicago, IL
See pages 18-19**



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NEW YORK METRO

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Meetings dates and locations vary.

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Center Moriches, NY 11934

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Captain Joe Hartnett, President

410-867-0556
capthartnett@mastermariner.org

Meetings at 1130 on the 2nd Tuesday of each month, except June - August. Check website for date and location. Locations vary between Baltimore and D.C.

Mailing Address: P.O. Box 700

Edgewater, MD 21037-0400

Gulf Coast Region

MOBILE BAY

Captain Jerome "Rusty" Kilgore, President

251-490-2741

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

Mailing Address: 6208 Pier Ave.

Fairhope, AL 36532

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capthiggins@mastermariner.org

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

Mailing Address: 8112 Ferrara Drive

Harahan, LA 70123

HOUSTON

Captain Michael J. Mc Cright, President

captmccright@mastermariner.org

If interested in participating please contact Capt. McCright or at captmccright@mastermariner.org or Capt. Roth at 409-740-4471. Planning to start regular meetings soon.

Mailing Address:

4620 Fairmont Pkwy, Suite 203
Pasadena, TX 77504

South Atlantic Region

PORT EVERGLADES / MIAMI

Captain Paul Coan, President

pilgrimii@bellsouth.net

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

TAMPA BAY

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813-907-1337
captmichaelson@mastermariner.org

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

Mailing Address: 17706 Grayeagle Road, Tampa, FL 33647-2260

North Pacific Region

SEATTLE / PACIFIC NORTHWEST

Captain R.J. Klein, President

425-746-6475
captklein@mastermariner.org

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

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Seattle, WA 98139

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Captain Dan Jordan, President

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

South Pacific Region

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Captain Mike Jessner, President

717-721-4276
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Captain Nicholas Lewis, President

360-977-9299
captlewis@mastermariner.org

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Mailing Address: 133 Leeward Court,

Vallejo, CA 94591-6339

Next AGM in the Great Lakes Region



At the last AGM, the Council determined it would hold the next Annual Meeting and Professional Development Conference in the Great Lakes Region, May 4-6, in Chicago Illinois. See pages 18-19 for details on accommodations, sponsorships, and an agenda!

Apostleship of the Sea - United States of America

The professional association of Catholic Mariners and the official Organization for Catholic Cruise Ship Priests and Maritime Ministers



Please contact us if you are interested in becoming an AOS-USA member!

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Letters to the Editor

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

CAMM Swag for Sale



\$25 CAMM/IFSM Cocktail Glasses
Set of four



\$25 Ceramic Coasters
Set of four



\$15 Travel Mug
Stainless Steel, 12-oz. insulated



\$35 Polo Shirts
White or navy
Adult S-2XL

\$10 Coffee Mug
Ceramic, 12-oz.



\$5 Lapel Pin
Not actual size

Contact Captain Augusta Roth to place your order. Price includes tax, shipping and handling.

In This Issue



ON THE COVER

Shipping Containers Stacked in Montreal, Canada

PHOTO BY PHILIPPE EMOND FROM UNSPLASH AND MADE AVAILABLE UNDER THE CREATIVE COMMONS CCO 1.0 UNIVERSAL PUBLIC DOMAIN DEDICATION.

SIDELIGHTS

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

PUBLICATION DEADLINES

Issue	Submission	Release
Spring	Feb 15	April 01
Summer*	June 01	July 01
Fall	Sept 18	Oct 18
Winter	Nov 10	Dec 15

*Subject to change dependent on CAMM Annual Meeting dates



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

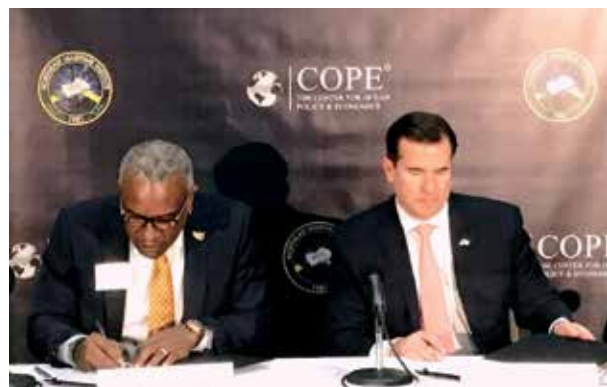
Maritime Unions Decry Proposed USVI Open Registry



By William H. Watson,
CAMM 3256-A

America's maritime unions unanimously voiced disapproval of a proposed Open Ship Registry to be launched in the U.S. Virgin Islands (USVI). The proposal was announced on Feb. 1st at the

oversight to a commercial fleet of foreign and domestically owned and operated vessels." According to *MarineLog*, COPE stated, "The creation of an autonomous international flag based in the USVI would allow the U.S. to take a leading role in quality and sustainable management practices and set new standards in maritime operational excellence. A new secondary U.S. Flag dedicated to international trade and commerce would provide a significant increase to U.S. tonnage, increase U.S. maritime labor capacity, uphold higher international standards for the safety of seafarers, allow for greater oversight of global trade and commerce, facilitate green seas initiatives, and incentivize U.S. financing, investment, and ownership in domestic maritime initiatives."



U.S. Virgin Islands Governor, Albert Bryan Jr. (left) and Mr. Eric R. Dawicki, President of the Northeast Maritime Institute, sign a Memorandum of Understanding for a Open Ship Registry in the U.S. Virgin Island.

PHOTO BY WILL WATSON (CAMM # 3256)



Carnival Liberty, Carnival Triumph and Carnival Glory (near to far) docked in St. Thomas, US Virgin Islands

PHOTO BY CALYPONTE FROM FILE LICENSED UNDER THE CREATIVE COMMONS ATTRIBUTION-SHARE ALIKE 3.0 UNPORTED LICENSE.

National Press Club in Washington, DC. A Memorandum of Understanding was signed by the U.S. Virgin Islands Governor, Albert Bryan Jr. and Mr. Eric R. Dawicki, President of the Northeast Maritime Institute (NMI). The Memorandum proposed establishing the Registry as part of a broader plan put forward by NMI's Center for Ocean Policy and Economics (COPE) entitled "A Revitalization Plan for U.S. Maritime Trade, Commerce and Strategic Competition."

The plan calls for the immediate establishment of "an open international U.S. Flag in the U.S. Virgin Islands (USVI) to provide responsible and transparent

oversight to a commercial fleet of foreign and domestically owned and operated vessels." According to *MarineLog*, COPE stated, "The creation of an autonomous international flag based in the USVI would allow the U.S. to take a leading role in quality and sustainable management practices and set new standards in maritime operational excellence. A new secondary U.S. Flag dedicated to international trade and commerce would provide a significant increase to U.S. tonnage, increase U.S. maritime labor capacity, uphold higher international standards for the safety of seafarers, allow for greater oversight of global trade and commerce, facilitate green seas initiatives, and incentivize U.S. financing, investment, and ownership in domestic maritime initiatives."

However, in a rare joint statement, maritime union leaders urge the Biden administration and Congress to reject the proposal. The unions said, "The proposed U.S. Virgin Islands flag of convenience open registry will not benefit the United States nor America's maritime industry, any more than any other second or open registry benefits a national flag country ... At its core, this proposal, allowing for the operation of vessels with foreign mariners under a United States open registry, is an affront to the American mariners who have always put themselves in harm's way whenever called upon by our nation." The statement was signed by:

- David Connolly, President, Sailors Union of the Pacific
- Paul Doell, President, American Maritime Officers

- Daniel Duncan, Secretary-Treasurer, Maritime Trades Department, AFL-CIO
- Don Marcus, President, International Organization of Masters, Mates & Pilots
- Anthony Poplawski, President, Marine Firemen's Union
- Greg Regan, President, Transportation Trades Department, AFL-CIO
- Michael Sacco, President, Seafarers International Union
- Adam Vokac, President, Marine Engineers' Beneficial Association

In a February 14, 2022 post at JD Supra (www.jdsupra.com), James Lavantion wrote, "This registry is, however, likely going to be challenged as unconstitutional." Mr. Lavantion proceeded to elucidate how a USVI ship registry could be unconstitutional.

Proponents of the plan say it would "provide economic stability and environmental protection, as well as revitalize the position of the United States as a major competitor in international maritime trade and commerce while enhancing national security, both domestically and internationally." In his remarks, Mr. Dawicki maintains that the plan – and the proposed Registry – will be a boon to the United States, expand the role of US vessels in global trade and benefit ship owners and operators and mariners alike.

Russian – Ukrainian War Shows the Need for a Vibrant U.S. Flag Fleet



Captain
RJ Klein
President, #1964_RU

Events Vice President, Captain Manny Arosemena, has been working with Captains Joe O'Connor and Chris Edyvean to put together our 2022 Professional Development Conference and Annual General Meeting. The meeting will be held in Chicago at the Embassy Suites downtown. Those attending will learn about Great Lakes shipping how the



USNS PFC Eugene A. Obregon a MSC container and ro-ro ship
PHOTO FROM U.S. NAVY'S MILITARY SEALIFT COMMAND

Jones Act effects shipping operations on the Lakes and other geographical areas.

Supply Chain

Multiple problems continue to impact the world's Supply Chain. As the majority of manufactured goods move via container ships, and backlogs at container ports are the most visible problem but this is not the sole issue. Labor shortages (dock workers, warehouse personnel, truckers and seafarers) are hampering the ability of shippers to deliver needed goods, whether it be parts for manufacturing or the finished product. Shippers are finding it difficult to obtain empty containers due to the disruption of the normal flow of equipment. Consumers have yet to return to pre-COVID spending on travel and dining out. Instead, they continue to shop for household products which increases the demand for manufactured goods. The problem has been exacerbated the shutdown of the port of Shanghai (the world's number one container port) due to COVID. The Russian-Ukrainian war will only add to the world's supply chain problem by creating an oil shortage along with an anticipated shortage of wheat.

Military Supplies Move by Ship

The Biden administration has significantly increased military aid to the Ukraine. Large amounts of military weapons and equipment can only be delivered by ships. The United States is unlikely to risk sending a ship with military supplies through the Dardanelles and Bosphorus Straits to reach Odessa (Ukraine). To avoid the Black, Sea MARAD could call on ships from the ready Reserve Force or use ships from the Maritime Security Program to ship military aid for the Ukraine to Poland

or Germany. The needed equipment and supplies could then be delivered by truck or train.

Strategic Sealift Officers

The war in the Ukraine amplifies the requirement to have U.S. flag ships ready for military use at any time. Having ships available is only part of the solution. For ships to move sufficient mariners are needed to man the ships - this includes officers. It makes one question why MARAD has not put more effort into ensuring that the sea year for Midshipmen at the United States Merchant Marine Academy (USMMA) is not interrupted. USMMA supplies 80% of the Strategic Sealift Officers force which crew the ships carrying 90% of U.S. military cargo to overseas warfronts (see page 10 for more details).

Maritime Day

Maritime Day is fast approaching. I encourage CAMM Chapters and members living in seaports to attend Maritime Day activities. This is a good time to reach out to the public and inform them of the valuable service the U.S. Merchant Marine delivers to the nation.

Fair winds and seas,

RJ Klein

Acting President

Anyone Can Be a Winner in the CAMM Raffle

At the Closing Dinner in Port Canaveral, the below members won CAMM's Cash Raffle prizes. Winners represent a cross section of CAMM's membership – A Cadet, a Great Lakes Pilot and a Life Member.

Congratulations to the 2021 winners!

1st Place \$800: Cadet Kenneth Rosol, #3539, Class of 2022 at the United States Merchant Marine Maritime Academy, he hails from Milford, MI.

2nd Prize, \$500: Captain Nathaniel Lammers, #3326, of St. Joseph MI. Working as a Pilot with Western Great Lakes Pilot Association

3rd \$200: Captain Jack Guest, #1738, from Seal Beach, CA. a CAMM member since 1972 and a Life Member since 2015.

Members should have received their 2022 Raffle tickets in the mail. As a reminder, you need not be present to win, nor do you need to be a CAMM member. Anyone can be a winner – but you need to have a ticket.

New Members and Changed Membership Status

Welcome Aboard New Members!

3569-AC Cadet Mathew William Day

Cadet at Texas Maritime Academy
Sponsored by Captain RJ Klein
CAMM # 1751-RU
Resides in Shoreline, WA

3570-RU Captain Shawn Douglas Ouellette

Master MV Maersk Atlanta
Sponsored by Captain Robert Beauregard CAMM #
3489-RU
Resides in Jamestown, RI

3571-AC Cadet John Andrew Emery

Cadet at Texas Maritime Academy
Sponsored by Brendan Jones CAMM #3553-AC and
Captain Roth # 3116
Resides in Galveston, TX

3572-S Captain Robert King Damrell

Sailed Master with Maersk Lines
Sponsored by Captain Jay Kerney CAMM # 1424-L
Resides in Georgetown, ME

3573-S Captain Michael Trygve Dybvik

Master with
Sponsored by Captain Louis Solana CAMM # 3540-RU
Resides in Vallejo, CA

3574-RU Captain Scott Carl Dunaway

Master with
Sponsored by Captain George Zeluff CAMM # 2530-L
Resides in Beaumont, TX

3575-A Third Mate Megan Elise Rumbles

Master with
Sponsored by Captain Alexandra Hagerty CAMM # 3480-
RU
Resides in Traverse City, MI

#3577-RU Captain William H. Boyce, Jr.

Sailed Master with Central Gulf
Sponsored by Captain Ed Higgins, # 2872-RU
Resides in Covington, LA

#3578-S Captain Nicholas A. Commiato

Sailing Chief Mate with American Ro-Ro Carrier
Sponsored by Captain Zachary Krissoff, # 3506-RU
Resides in Seabrook, TX

It Was a Tough Year



Captain
Augusta Roth
Camm National
Secretary-Treasurer
#3116-U

Thank you to everyone for volunteering and supporting me through the first year of the Secretary/Treasurer job/position; I had a lot of learning to do along the way. This past year rough for me with the passing of CAMM's President, Captain Cal Hunziker, whom I viewed as a friend and mentor.

With the appointments of Aaron Arabski, Kevin Coulombe, and Wade Howell to the Finance Committee, I have a full committee to review reports and help with the budgeting process. I will make sure to touch base as needed as I intend to use the committee to create a marketing plan to grow our budget. This will include how to solicit for *Sidelights* Advertisements

and Membership. It is a work in progress, and I welcome anyone who may wish to assist in our marketing plan.

Dues and Budget

We operate on a fiscal year (FY) from October 1st to Sept 30th for accounting purposes. Our dues are collected for the calendar year. As a reminder, we just increased dues from \$75 to \$100 per year starting in 2022. This is a very reasonable cost for belonging to a professional organization.

Dues collection for 2022 are going well. I expect we will have over 90% paid by the AGM in May. If you have received a delinquent notice or are in arrears, please remember to submit your payment to ensure your continued membership in CAMM.

We finished FY 2021 in the black. The account for this year was skewed as our AGM was basically spread over two years. Additionally, we did not spend for Officer travel due to the pandemic and many of the National Officers donated all or most of their AGM travel expense. Anyone wishing a complete FY 2021 report or the first quarter of FY-2022 contact me at: caproth@mastermariner.org or call 512-787-4056.

Respectfully,

Captain Augusta Roth
Secretary Treasurer



CASH

Raffle

1ST PRIZE - \$800

2ND PRIZE - \$500

3RD PRIZE - \$200

Ask friends, family, colleagues to donate and support CAMM!

Suggested Donation

\$3⁰⁰ each or a book of 10 for **\$25⁰⁰**

Winner need not be a CAMM member nor present to win.

Winner drawn May 8, 2022 at the AGM in Chicago, IL.

Order tickets online at www.mastermariner.org

Or mail check payable to: The Council of American Master Mariners, Inc.

Mail to: 502 Prairie Dr., Dickinson, TX 77539

Proceeds help CAMM carry out its mission statement.



Special to CAMM

Kings Point Sea Year Interrupted

In response to sexual assault allegations made by a female midshipman from the U.S. Merchant Marine Academy (USMMA) during her 2019 Sea Year, a letter dated

MARAD took the position that until a shipping company demonstrated that their ship(s) were in compliance with EMBARC, USMMA Cadets would not be placed aboard their vessels. CAMM's National President Captain RJ Klein, Captain Bill Bundren (CAMM #1807) and Chief Engineer Connie Buhl* met with Congressman Smith at his Washington State Office on 25 February 2022. This was an in-person meeting with the Congressman and Staff Member Glenn Carpenter. Congressman Smith was gracious with his time and asked pertinent questions regarding why the continuation of sea year was important and what were CAMM's specific asks of the Congressman.



Congressman Adam Smith, Chair House Armed Services Committee

PHOTO COURTESY ARMEDSERVICES.HOUSE.GOV

29 October 2021, was sent to Secretary Pete Buttigieg of the Department of Transportation. The letter was signed by six key members of Congress including Congressman Adam Smith, Chair of the House Committee on Armed Services. The letter read in part, "Prior to the resumption of Sea Year, we request the USMMA develop a public written action plan that includes detailed steps that will be taken to ensure the safety of cadets at sea."

In response, the Maritime Administration (MARAD) suspended all USMMA at-sea training. On 15 December 2021, MARAD issued their sea year training criteria – EMBARC (Every Mariner Builds A Respectful Culture - <https://www.maritime.dot.gov/education/sea-year-training-program-criteria>). Unfortunately,

MARAD had submitted a "briefing document" prior to the meeting outlining the issues of concern, why they were important, and recommendations. The document also stated our Congressional Ask as follows:

We respectfully ask that Congress encourage the Maritime Administration to immediately begin placing USMMA midshipmen back aboard commercially-operated cargo vessels for training. At the same time work can continue to resolve any open issues regarding full implementation of EMBARC policies to improve sexual harassment and assault prevention at sea.

The training of USMMA midshipmen and the implementation of continuous improvement objectives to address sexual harassment and assault in the maritime industry are not mutually exclusive goals. Both are extremely important to

the health and welfare of mariners and of the Nation's ability to get materiel to the warfront. Both objectives can be – and should be – accomplished together. During our meeting, we emphasized that USMMA graduates comprise over 80% of the Navy's Strategic Sealift Officer (SSO) force. SSOs crew the cargo ships which carry 90% of military materiel to war-fronts overseas. Additionally, due to MARAD's new policy, as of February 2022 only two (2) of 60 ships in the Maritime Security Program and zero of 71 Jones Act ships were approved to carry USMMA Midshipmen.

The Council's view is that the re-integration of USMMA Midshipmen onboard all U.S. Flag commercial vessels must occur immediately. This will ensure an uninterrupted supply of trained SSO officers to the U.S. Government. The future of U.S. Sea Power depends on it.

* Captains Klein and Bundren are constituents of Congressman Smith and Chief Engineer Buhl sits on the Congressman Smith's Academy Selection board for the state of Washington – all are USMMA graduates.



CAMM Member Checklist

- Have you renewed your membership?
- Have you purchased your raffle tickets?
- Have you registered for the CAMM AGM-PDC?



Becoming a Louder Voice for Merchant Mariners



by Father
Sinclair Oubre
CAMM Chaplain
#3220-A

I just returned from a wonderful American Merchant Marine Veterans convention at the Maritime Institute of Technology and Science in Linthicum Heights, MD.

There were great presentations from William Geroux, the author of *Matthew's Men* and *The Ghost Ships of Archangel*, and Dr. Salvatore Mercogliano, who spoke on why Americans know so little about the U.S. Merchant Marine heroes of World War II.

Though I had to leave on Thursday afternoon because of

pastoral responsibilities back in Beaumont, TX, the convention culminated with a grand banquet at which the design of the Congressional Gold Medal was unveiled in honor of the 9,000 plus U.S. Merchant Mariners who died as a result of hostile actions, and the 240,000 plus U.S. Merchant Mariners who kept the cargo moving during those times. (MaritimeTV broadcast the banquet live, and the event is posted on their website: <https://www.maritimetv.com/Events/AMMV-CONGRESSIONAL-GOLD-MEDAL-DINNER/VideoId/4537/ammv-congressional-gold-medal-dinner-ammv-dinner-americas-sweethearts>)

We can get quite glum about what has happened to the US Merchant Marine. It has gone from the largest fleet in the world (1946) to being the 21st in 2021. Great moments in US maritime history like the N/S *Savannah*, the S/S *United States*, and Malcolm McLean's birth of the container era are forgotten, and in their place are stories on declining numbers of US-flagged deepwater ships, the aging of the U.S. Merchant Marine, attacks on cabotage laws, reductions in Food-for-Peace cargoes, and never-ending requests for



L-R: Honor Flight guardian from Naples FL, Rick Wobbe, WWII AMMV member Jim Sciple from Ft Myers, FL, and Father Sinclair Oubre

waivers for foreign-flagged ships to work in U.S. waters.

It all appears to be doom-and-gloom, but there are many things that are happening in the US Merchant Marine and in US shipping that we should celebrate. Let me just highlight a few of them that have recently crossed my desk:

1. The awarding by Congress of the Congressional Gold Medal to our World War II U.S. Merchant Mariners
2. The enthusiastic cadets and trainees who will be the next generation of merchant mariners: I was so privileged to sail on the T/S *Kennedy* in July, where I met some great future maritime officers. Then in September, I was at the Harry Lundeberg School of Seamanship, and did my basic training for my STCW renewal with a number of future chief stewards
3. New US ship buildings: National Security Multi-Mission Vessels, a new Pasha container ship, small passenger vessels, pushboats, and tugs
4. The reestablishment of US-flagged passenger vessel cruising
5. The vaccinations of tens of thousands of seafarers (50,000 plus)
6. The cause of Servant of God Brother Marinus (Captain Leonard La Rue) proceeds in the Diocese of Paterson, NJ
7. The announcement by the US branches of The Nautical Institute about their 50th Anniversary Conference in San Francisco in May of 2022 on the theme: "The Future of the United States Merchant Marine"
8. Senators Wicker (R-MS), and Ben Cardin (D-MD), introducing the Maritime Technological Advancement Act to

Continued next page >>>

Council Reports

Executive Vice-President

Captain Joe Hartnett #2193-RP
caphartnett@mastermariner.org

On March 13, 2020, the President signed into law the Merchant Mariners of WWII Congressional Medal Act. I attended the American Merchant Marine Veterans Convention in Baltimore September 21-24. During the Congressional Gold Medal Dinner on September 23rd, MARAD unveiled the design of the medal.

The Port of Baltimore recently received four all electric Neo-Panamax container cranes for the Seagirt Marine Terminal. They will be put into operation in early 2022 and bring the total number of Neo-Panamax cranes at the Seagirt terminal to eight. This addition will allow the terminal to handle two Ultra Large Container vessels simultaneously. The Howard Street Tunnel which was originally constructed in 1895 has recently been approved for expansion. The tunnel expansion will allow double stack container trains to travel between Baltimore and Philadelphia. These infrastructure improvements will significantly expand the container handling capacity of the port.

The Baltimore/Washington DC chapter continues to operate at reduced status, but we are actively participating in local maritime events. Captain Chris Yearwood presented a donation from our chapter to Rev. Mary Davisson of the Baltimore International Seafarer's Center in August. The center has faced revenue challenges from cancelled fund-



At the AMMVA Congressional Gold Medal Dinner on September 22, 2021, WWII Veterans Stanley (Sparky) Blumenthal on left and Edward Pascale on right. They are joined by "America's Sweethearts" during the dinner. Stanley Blumenthal joined the U.S. Merchant Marine as a Radio Operator at age 19. He sailed aboard convoy ships in the North Atlantic and came out of retirement to sail on the Cape Texas during Operation Iraqi Freedom. Edward Pascale: Served as Ordinary Seaman aboard the John G. Carlisle, Chesapeake Capes and John Wise. He earned the Atlantic War Zone Bar and Mediterranean Middle East War Zone Bar. (Source: AMMVA)

raising events and reduced crew donations. The center has been actively involved in providing vaccines for vessel crew members. They have been taking crew members to medical clinics or referring providers to vessel agents. I would encourage all chapters to reach out to their local seafarer's center and offer assistance in any capacity.



Four all-electric Neo-Panamax cranes arrived in the Port of Baltimore in early September. They will be operational in early 2022 as part of the Seagirt Marine Terminal.

PHOTO COURTESY OF PORT OF BALTIMORE, PORT ADMINISTRATION, MARYLAND. GOV

Chaplain >>> Cont'd from page 11

establish a grant program to develop, offer, or improve educational or career training programs for American workers in the maritime workforce.

Professor Mercogliano notes in his YouTube videos, What is Going on in Shipping? that it was the grounding of the Evergiven that moved him to start doing videos on breaking maritime

issues. Presently his channel has more than 9,700 subscribers.

(<https://www.youtube.com/c/whatis-GoignonWithShippingwSalMercogliano/> featured)

Professor Mercogliano can be an example for CMM. Let us be more active in raising our professional voices through social media. We can remind the public of

the great things happening in the United States Merchant Marine and develop allies who can help carry our message to the larger public and our government institutions.

(CMM Facebook Page: <https://www.facebook.com/councilamericanmastermariners>)

Government Liaison VP

Captain Jeffery Cowan - #3070-RU
captcowan@mastermariner.org

The Jones Act continues to come under attack. I have been keeping the BOG apprised of specifics when they become available in order to thwart the efforts by the CATO Institute and opposition in congress that continually threaten the Jones Act.

In late March, during the markup of the Ocean Shipping Reform Act for the Commerce Committee Senators Lee and Cruz filed six amendments proposing unprecedented waivers to the Jones Act. Thanks to the Navy League and their advocates, we were able to defeat the dangerous waiver amendments. We must be ever vigilant.

International Relations VP

Captain Alexandra Hagerty
capthagerty@mastermariner.org

Bienvenue! Benvenuta!! Kenichiwa! Velkommen! Kalos Irthate! Welcome!

As your new Vice-President of International Relations, I would like to introduce myself and share some of my experiences networking in the Maritime Industry. My undergraduate work at Earlham College combined International Relations paired with French and Spanish, learning about and embracing the international community, culture, politics and economics. I have truly embraced the meaning of the word "international" by living abroad in India, Sri Lanka, Spain, Morocco, France and thereafter, studying in Denmark at Aarhus University, racing Danish Tall Ships in the summers, and joining the US Merchant Marine working my way up from cadet to Captain.

Join Maritime Professional Associations, Conferences and Network for your Future!

After studying in Europe, I attended SUNY Maritime College to pursue a Master of Science paired with a Third Mates Unlimited license. I learned the opportunities available in the maritime

industry were much more diverse and far reaching than I originally thought. I joined the Young Shipping Professionals of New York and the Connecticut Maritime Association (CMA) conference as a cadet delegate. Both were eye-opening, filled with top maritime speakers, panelists and experts in their fields. The maritime friends I met when I was cadet are now CEOs of various maritime firms and organizations creating impact.

CMA is an annual conference that draws a flood of East coast maritime professionals and companies, and it features a plethora of panelists and brilliant discussions affecting the maritime industry. ShippingInsight takes place the same week along with NAMEPA (North American Maritime Environmental Protection Agency), which I recommend joining for email updates. Young mariners have the opportunity to meet future employers, learn about scholarship opportunities and local and international maritime organizations.

Become Involved in the Maritime Industry

Before joining the cadet training ship, I joined the Nor-Shipping Conference in Oslo, Norway where I was a delegate sponsored by Tradewinds (a top maritime newspaper). Nor-Shipping opened the doors to even more groups such as YoungShip Norway and WISTA (Women's International Shipping and Trading Association) currently based in 54 countries with multiple local chapters throughout the U.S.! I learned that YoungShip was also in several other countries, including the U.S.!

By attending one conference, I was invited to others over the years, often as a panelist. The ones I attended included, Seatrade Dubai, Seatrade Miami, Marine Money in New York, International Maritime Organization's Marine Environmental Protection Committee in London, and SAFETY4SEA.

There are international conferences taking place year-round depending on what sector of the maritime industry attacks your interest. Many focus on their local business strengths i.e., Miami is focused on the cruise ship industry while

others engage in a specific topic such as clean energy, new technology, autonomous vessels, and maritime training.

Maritime conferences are engaging, where new research is presented, friendships formed and business contacts are made. At conferences, often bonds are formed across companies, organizations, and individuals. Networking at these events often takes place while attending galas, dinner parties and happy hour. sponsored by various companies. I would recommend attending a maritime conference as it provides a bigger picture of the "Blue World."

Join Professional Maritime Associations

The Council of American Master Mariners has been growing their membership amongst American mariners while initiating a cadet membership at the U.S. Maritime academies to engage the next generation. CAMM normally has regular meetings amongst its local chapters throughout the country and its annual conference is worth attending. CAMM held its AGM in Jacksonville, Florida this year with cadets from Texas A&M. Cadets engaged with current and retired mariners from a plethora of backgrounds and experiences. They met leaders, pilots, Shipping CEO's, speakers from Space-X, USCG, Jacksonville Pilots, American Maritime Officer Officials, and LNG companies. It was a great turnout and we know there will be more involved next year on the Great Lakes!

The Nautical Institute (NI), based out of London, regularly publishes articles and books, and holds multiple panel discussions and conferences. I am a founding member of the NI Younger Member's Council, which is a group of 15 maritime professionals (mostly young Captains) representing every region of the world wherein we work on various ways to ameliorate interest for young maritime professionals in our organization. Prior to COVID, we were to meet in London twice a year. I am currently working on a Cadet 'Certificate of Appreciation'

Continued next page >>>

Council >>> Cont'd from page 13

that will highlight top performing cadets around the globe. I have spoken on the "Taking Command" Panel and asked to be an assessor for their Command program. The NI offers classes, discussions, special committees and a membership which reduces the price of all their offerings! The NI also has an array of local American chapters.

Women Offshore is an international organization specifically for women shipping out and has conferences, discussions, online forums for women currently in and entering the shipping side of the maritime industry.

WISTA has local and international chapters, scholarship opportunities with the Institute of Chartered Shipbrokers, events and panels throughout the U.S. and abroad. Every year they have a conference held internationally by the WISTA Chapter of that country. I have attended several international conferences which highlight local and international maritime companies paired with fun cultural events, outings and networking with women from around globe.

The Propeller Club of the United States is actually an international organization mostly based in the United States and Europe but growing internationally. They have multiple chapters in the United States with events wherein you can meet top local maritime "players of their industries" from pilots, ship repair companies, admiralty lawyers, recruiters, engineers and maritime contracting services while engaging in fun events (golf outings, dinners and talks). Certain chapters have a greater amount of one of these groups depending on the group location in the U.S. There are more admiralty lawyers and government workers in the District of Columbia location, so if you want to learn more about job opportunities in those fields, you should join an event there.

Other Maritime Organizations to consider: Navy League, U.S. Naval Institute,

SNAME (Society of Naval Architects and Marine Engineers), Ocean Opportunity Lab, Space-X (maritime operations - autonomous barges), Tall Ships America, Tall Ships International, Shipping Cluster, MERPAC, and Institute of Chartered Shipbrokers.

My favorite conferences for networking, exciting content and travel to top maritime destinations: CAMM's AGM, WISTA International AGM, Nautical Institute, Seatrade Dubai, and CMA.

I recommend googling 'maritime conferences' and a long list will pop up of great conferences around the globe. Whether you are a cadet or a Captain, being well-read on a diverse range of maritime and global issues will only help you throughout your travels around the globe! Many of these organizations are open to new perspectives and seek new writers. If you want to learn more please reach out to me or CAMM to get involved!

Looking forward to seeing you out there! Fairs winds and following seas!

Positions VP

Captain Frank Zabrocky, #1964-RU
captzabrocky@mastermariner.org

No report at this time. Will update after the AGM in May.

Media VP

Captain RJ Klein, #1751 RU
captklein@mastermariner.org

Out of necessity, we have combined the Fall and Winter editions of *Sidelights*. The delay is due to a myriad of circumstances beyond our control. Family issues prevented me from working on the Fall issue to ensure its on-time publication (remember we are a volunteer organization). Prior to Christmas, I developed a medical problem that prevented my devoting time to *Sidelights* (and CAMM in general). The result being that *Sidelights* was put on hold. Going forward, we will publish a Summer issue which will feature the 2022 AGM/PDC and Maritime Day. We will then continue with a Summer/Fall/Winter/Spring schedule.

Some chapters have submitted reports as most have resumed in-person meet-

ings. I have updated the chapter websites to show your meeting days and time. The information concerning Chapter meetings is only as good as the input received.

Membership VP

Captain George Zeluff, #2530-L
captzeluff@mastermariner.org

Greetings from VP Membership! Shipmates and Members, the Summer Edition of *Sidelights* gave us extensive and comprehensive coverage of the Professional Development Conference and 2021 Annual General Meeting held in Port Canaveral, FL. The various facets of the gathering are well reported and give you something to consider when planning your time. You may want to consider attending next year's event. Our annual gatherings are a unique forum that all members should avail themselves of so as to expand your knowledge of CAMM and the industry. The amount of networking and learning from each other at these conferences is boundless. As Membership VP, I urge all to seriously consider attending our PDCs AND AGM whenever you have the time and opportunity

The Summer Edition of *Sidelights* has given extensive coverage of the event and I encourage all members to take the time to review the reporting. Hats off to our Events VP, Captain Manny Arosemena and event co-chair, Captain Rich Grimson. CAMM member and Port Canaveral CEO Captain John Murray helped make the event a success along with all the participating presenters which included an address to the membership by USCG Captain Mark Vluan, Commander USCG Sector Jacksonville. The entire speech at the Closing Dinner by Keynote Speaker Congressman Brian Mast can be viewed at Maritime TV at: <https://www.maritimetv.com/Events/2021-CAMM-Conference/Videoid/4479/kn-brian-mast>

Chapter members, who have not attended the AGM, often raise questions about the AGM at Chapter meetings. While I am more than willing to answer their questions, I always urge them to consider attending the annual event. This will

enable them to see firsthand how CAMM works and to hear the presenters at the Professional Development Conference. The Council is better served if more members participate in our Chapter and National meetings.

Membership Activity and Recruiting

Since the beginning of the year, we have been quite busy processing new membership applicants in all categories. I encourage all members, old and new, to recruit more new members. Additionally, I recently received a list of prospective candidates which I will be contacting for possible membership. If/when you send me prospective candidates, please ensure that you provide accurate contact information including emails and phone numbers in addition to their mailing address. Even better, offer the person you want to sponsor an application form or direct them to our website for membership information.

I have asked all members to send in suggestions on how to attract new members to the Council. The progress in this venture is gaining more interest and we are starting to reap the benefits of more involvement from more Members. With the distribution of the COVID vaccines our ability to go about more normal routines is improving. Many Chapters have restarted regular meetings. As conditions allow, extend an invitation to attend a CAMM Chapter meeting to those who you are recommending for Membership.

Thank you all for being part of CAMM.

Events VP

Captain Manny Arosemena, #1548-RU
captarosemena@mastermariner.org

It has been my pleasure to work with Captain Joe O'Connor and Chris Edyvean from the Chicago area in putting together this year's AGM/PDC. Venues for our social events can be seen on pages 18-19. We are expecting a good conference and will be reporting out in the next issue of *Sidelights*.

New York Metro Report

Captain George Sandberg, #1919-RU
Chapter President

For meeting information contact Captain George Sandberg at: captsandberg@mastermariner.org.

Baltimore/Washington Report

Captain Joe Hartnett, #2193-RP
President

See Executive Vice President Report

Port Everglades/Miami Report

Captain Paul Coan, #3021-RU,
Chapter President

Check the Chapter website for up-to-date information.

Tampa Bay Report

Captain Manny Arosemena, #3028-RU
Chapter Secretary/Treasurer

Details will be posted on the website.

Mobile Bay Report

Captain Jerome "Rusty" Kilgore
Chapter President

Check the Chapter website for up-to-date information.

New Orleans Report

CE Horace George, #3223-A,
Chapter Secretary

We have resumed in-person meetings at our regular meeting place – Port Ministry Center, 3635 Tchoupitioulas St., New Orleans, LA. As we move forward, we will have the chapter website updated so that members can have more timely information available. A reminder to please pay your 2022 Chapter dues - \$20.

Houston Report

Captain Michael McCright, #2753-S
Chapter President

Meetings are being held in conjunction with Nautical Institute.

Los Angeles/Long Beach Report

Captain Michael Jessner, #3396-RU
Chapter President

In-person meetings have resumed at the Think Café in San Pedro. Please see our webpage for next meeting time/date.

San Francisco Bay Area Report

Captain Nicholas Lewis # 3034 RU
Chapter President

June 2021

At our June, we welcomed Captain Daniel Wright, a Tugboat Captain at Leo Marine that primarily provides bunkering services to containerships in the Bay Area. Captain Dan is a Cal Maritime graduate. Welcome aboard Captain Daniel Wright!

We also enjoyed a guest visit from John Creech who has been a longtime advocate of the Mercy Ships organization and frequent volunteer crewmember on vessels such as the *MV Africa Mercy*, *MV Caribbean Mercy*, and the *MV Anastasis*. Mercy Ships is currently celebrating the launch of its newest vessel, the *Global Mercy*, a purpose-built hospital ship with a mission to provide health services to the poorest communities of Africa.

The San Francisco Bay Area Chapter recognized the passing of our past National President of CAMM, Captain Cal Hunziker and honored his memory. Fair winds and following seas.

Our guest speaker was Captain Louis Solano (#3540-RU), a Cal Maritime 78-D graduate, instructor at Cal Maritime and will be the relief TS Golden Bear Captain for their second cruise this summer. His career has encompassed a wide variety of the maritime industry including oil exploration, scientific research and tug and barge work. Captain Louis gave a great presentation about Cal Maritime adjusting to the pandemic, trying to provide enough STCW training, curriculum, and challenge for their two abbreviated cruises to Long Beach, Avalon, and the Hawaiian Islands.

In the name of the San Francisco Bay Area CAMM Chapter, we are donating an early 1960s Cassens & Plath solid brass sextant to the California State University Maritime Academy, Division 2-D. Captain Louis Solana graciously agreed to supervise Division 2-D on the second summer cruise in the overhaul of this old, neglected sextant that Captain

Continued next page >>>

Chriss Carson found in an alley behind Henry's Shipbreaker's in Kaohsiung in 1984. Captain Solana also managed to enlist the help of a new Cal Maritime faculty member, Captain Michael Dybvik, who will be our next guest speaker. We are confident that providing this perpetual gift for Division 2-D to share during their future sea cruises will encourage learning the critically important science of celestial navigation beyond the US Coast Guard Third Mate License Examination requirements.

As an additional note, Captain Nicholas Lewis had a rare opportunity to visit the Pac NW in the early days of the Pandemic 2020 and caught these snapshots of Captain Ryan White (#3060-RP) in action, piloting in Grays Harbor, Washington.

March 2022

The March meeting was held on the CMA campus in the dining center with the intention of meeting with cadets interested in forming a cadet chapter. A brief presentation was planned. Unfortunately, the cadets invited sent their regrets. Cadet Maria Djaya stopped by briefly to say hello. One senior deck cadet, not yet associated with CAMM, did engage in some polite conversation, and graciously tried to pay for our meals.

Chapter Business:

- It was favorably reported that the BoG voted on February 25, to partially refunding the chapter, to the amount of \$540, for the ball caps previously used in the recruiting effort.
- The CAMM National nomination committee has completed its work - ballots are being prepared.
- Lalonde award – no nominations as of yet.
- Reminder that the AGM/PDC is planned for May 4th-6th in Chicago.
- SFBA CAMM Best Cal Maritime Sea Cruise Bridge Watch Officer award candidates narrowed down to Cadets Hailey Thompson and Ramsey Ali, both of whom will graduate Spring 2022.



Captain Ryan Wright (insert) pilots a bulker into Grays Harbor Washington in early 2020.

- Career Fair held at Cal Maritime on March 3 was well attended by actively recruiting employers. Comments from cadets were positive; however, one prospective employer publicly lambasted cadets for their lack of professionalism due to accepting interview invitations and then not showing up for the interview, showing up late, or inappropriately dressed. Hence it is noted the importance of CAMM members mentoring cadets whenever possible.
- Sponsorship levels for the Women in Maritime Leadership Conference begin at \$1,000 so this year's sponsorship was tabled and should be considered for next year's conference. National has expressed some interest in sending swag items like pens for next year's conference. Conference organizers have expressed a warm welcome for CAMM members to attend the conference. Perhaps there could be opportunities to present or host a breakout session in future conferences.
- Some cadets are still interested in forming a CAMM chapter, but no new

progress to report.

- Captain Michael Dybvik has completed the refurbishment of a 1960s Cassens & Plath Sextant to be donated to Cal Maritime for use by Division 2-D and 1-D on sea cruises. More information to follow.

Our next meeting will be at 12:00, Tuesday, 12 April at the Dead Fish Restaurant in Crockett. Novelist Jim Sundfors (CMA-64, Chief Engineer at United States Lines and American President Lines) is lined up to be our guest speaker.

Columbia River Report

Captain Bill Good, #1924-RU
Chapter Secretary

We have re-started in-person meetings. For April we will try a new place on the Vancouver Side of the River. Will have the website updated accordingly.

Twigs Vancouver
The Waterfront
801 Waterfront Way
Suite 103
Vancouver, WA 98660
360 726-4011



Top Left: Captain RJ Klein presents a check for \$9,500 to the Youth Maritime Training Association. Receiving the check are Roger Ottenbach and Alicia Barnes.

Bottom Right: Captain RJ Klein with guest speaker Ms. Clare Petrich at the CAMM Seattle February meeting honoring Women in the Maritime.

Seattle PNW Report

*Captain Doug Subcleff, #2329-RU
Chapter Secretary*

The Seattle Chapter was able to resume in-person meetings in November 2021. Our thanks to Captain Don Moore who found a suitable location with a good price (our previous meeting place had permanently closed). Our new meeting location is the Claim Jumper Restaurant, 5901 South 180th St., Tukwila (near the South Center Mall Area).

The meeting was our first opportunity, in a long time, to review CAMM events, including the National CAMM meeting held earlier this year in Florida, and also our recently held Bob Magee Golf Tournament. A special thanks to Captain Doug Subcleff who continued to produce a monthly newsletter keeping chapter members informed of local and national maritime events.

The 17 people who attend the December meeting learned what GREAT GOLF FOR A GOOD CAUSE is all about! Seattle President, Captain R.J. Klein presented a \$9,500 check to Puget Sound Maritime's Roger Ottenbach and Alicia Barnes to be used for the Youth Maritime Training Association (YMTA). Our 13th

annual Bob Magee Memorial charity Golf event had 54 golfers in attention to maritime community sponsors. To date CAMM Seattle has given YMTA over \$112,000. The money supports the YMTA scholarship program and other youth maritime activities sponsored by Puget Sound Maritime. Thanks to all who participated and helped make this a successful event

In February 2022, the Seattle Chapter held its annual event to honor women in the maritime industry. We were honored to have as our guest speaker, Clare Petrich, formerly a Tacoma Port Commissioner. Clare Petrich began her maritime background in her early years with the family business, the Petrich Marine Dock in Tacoma and she later served many years with the Tacoma Port Commission. During that time, Clare worked to restart the Tacoma Maritime Festival (her father had done the same years earlier). Working tirelessly for the port, she helped to establish



the Northwest Seaport Alliance (2015) which married the seaports of Seattle and Tacoma to the benefit of the entire Puget Sound Region. Clare also helped foster the Tacoma Sister-City program and is now working to start a maritime school in Tacoma. Thanks Clare for speaking to us. We are in awe of all your work! 🙏

The Jones Act - How It Impacts The Great Lakes and Other Geographical Regions



CAMM Annual General Meeting and Professional Development Conference May 4-6, 2022 - Chicago, IL

Venue & Accommodations

Embassy Suites
Downtown Chicago
\$199 /night +tax

Wednesday, May 4

Golf Outing -Indian Boundary Golf Course
Welcome Reception

Thursday, May 5

Professional Development Conference
Featured Speakers to address theme of conference.
Guest Outing
Chicago River Architecture Tour Lunch Ashore After Tour
Reception & Dinner

Friday, May 6

Annual General Meeting
Guest Outing
Bruhaus Museum Guided Tour w/lunch after (walk)
Closing Dinner
Keynote Speaker TBD



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Captain Manny Arosemena

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Captain John Traut
Maryland Pilots

The Maritime Group -
Captain Jack Cox
Captain David Dawyer



Chicago Lodge #3



Captain George Zeluff - Z MAR Consulting

Bayshore Marine Consulting Captain Chris Begley

CONTRIBUTORS

Captain Chris Edyvean
Captain John Cox

Captain Andrew Triandafilou
Captain Doug Subcleff



Supply Chain Disruptions Continue

Supply Chain disruptions are constantly in the news, and in the United States the focus is on imports from Asia and to a lesser extent, exports to Asian countries. The disruption in the Supply Chain started with the COVID pandemic in March 2020. Labor shortages at U.S. ports along with an influx of cargo due to an increase in spending by consumers on household goods interrupted the supply chain. This was particularly true of container shipments and quickly began affecting the terminals at San Pedro Harbor (Los Angeles/Long Beach – LA/LB -the largest U.S. container port).

Shipping worldwide is under pressure to meet the demands for imported goods. The demand has led to a staggering increase in shipping costs. According to the *Seattle Times* (July 8, 2021), the average rate for shipping from Shanghai to Los Angeles was less than \$1,800 per container from 2011 to March 2020. In September of 2022 it was \$20,000 or 1,200% higher than pre-pandemic rates.

While shipping companies are making record profits, seafarers are not sharing in the profits and have continued to be held aboard ships beyond their contract dates. According to Brian Kinyua (*The Maritime Executive* December 2021), 2022 could as well shape up as another year of supply chain disruption, especially if governments fail to prioritize safe transit of seafarers.

2022 could as well shape up as another year of supply chain disruption, especially if governments fail to prioritize safe transit of seafarers.

***The Maritime Executive* Dec 2021**

Some big box stores like Costco, Home Depot and Wal-Mart have decided to charter container ships in hopes

of easing pressure on their supply chain. The chartered ship will likely dock at non-traditional container ports to avoid the delays being experienced at the major U.S. container terminals.

When Will Supply Chain Return to Normal?

Not anytime soon. Even Brazilian coffee exports have fallen significantly as their exporters are having difficulty finding containers and space aboard ships. The demand for Asian goods remains high and the backlog of ships awaiting berths at U.S. and European ports has not shown any signs of subsiding. Empty containers are not reaching shippers fast enough to meet demand. Add the COVID lockdown in Shanghai and the Russian invasion of Ukraine and the easing of pressure on the world's supply chain looks bleak.

Sources: *Seattle Times* and *The Maritime Executive*

Congestion at LA/LB Ports and the Supply Chain:

Interview with Director of Marine Exchange of Southern California

The congestion at ports around the world has been the focus of many articles about Supply Chain issues. San Pedro Harbor (ports of Los Angeles and Long Beach) is the number one container port in the United States and the backlog of container ships at anchor and in the off-shore loitering area has been the subject of many publications and news stories. To find out what is really happening at San Pedro Harbor *Sidelights* interviewed Captain James Kipling (Kip) Louttit, Executive Director of the Marine Exchange of Southern California (MX SoCal).

MX SoCal is the only public-private Vessel Traffic Service in the United States. Captain Louttit has been at the helm of the MX SoCal since 2013 where he leads a staff of 20 civilians and a Coast Guard detail of six active-duty Operations Specialists.

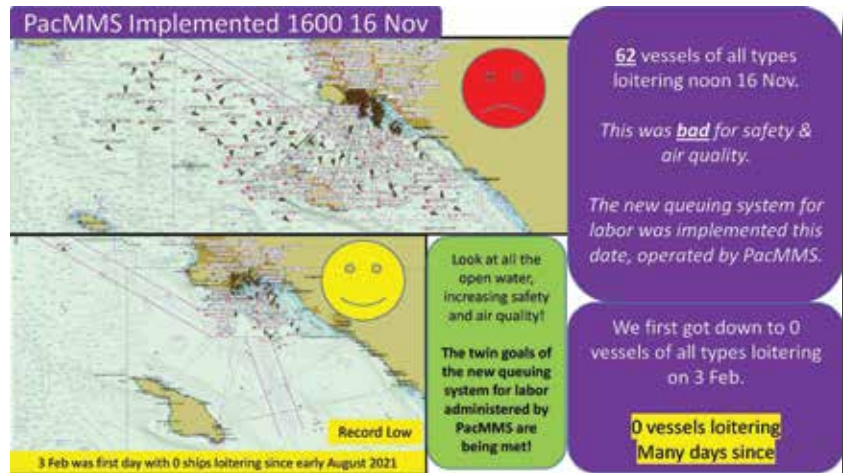
A graduate of the United States Coast Guard Academy, Captain Louttit was a Sloan Fellow at the Massachusetts Institute of Technology (MIT) and holds Masters from MIT and Golden Gate University. He served in the United States Coast Guard (USCG) for 30 years during which time he had six years in command of three USCG cutters. He is a member of the Council of American Master Mariners.

***Sidelights:* Recent reporting indicates that the wait time in LA/LBC has decreased substantially over the last three weeks. Do you see this as a sign that your port will soon return to normal?**

Captain Louttit: I do not speculate – I go by the numbers as I cannot predict the future. I can say that the longest a container ship is waiting in the middle of April is a month, which is down from many months last fall.

***Sidelights:* Early in the pandemic, it was reported that the backlog was caused by the failure of the port to operate 24/7. Was this ever really the case?**

Captain Louttit: No, the ports oper-



ated at full capacity as best they could given the shortage of workers due to COVID. The pandemic disrupted the entire supply chain at the same time there was increased demand for products such as home gym and office equipment, remodeling their homes and backyards, etc. Fewer workers and record cargo resulted in the backup.

***Sidelights:* What did the MX SoCal do initially?**

Captain Louttit: Early in the Pandemic (March-June 2020), there was a backup of tankers and cruise ships. We worked with the cruise ships to enable them to discharge their passengers. The tanker companies did a great job adjusting arrival times so the supply of oil tankers matched the decreased demand by the public, trucks, aircraft, etc.

The fall of 2020 saw the usual amplified influx of cargo in anticipation of holiday sales. Additionally, there was a high demand for goods as consumers had more discretionary income due to not spending on entertainment and travel. This is when the backlog of ships in the San Pedro Bay Port Complex became substantial, with an initial record of 40 in February 2021. Once the regular movement of ships was out of balance it became increasingly difficult to clear the backlog.

***Sidelights:* Did the return of the**



Captain Kip Louttit, Director MXSoCal.

work force enable a 24/7 maximum production at the port?

Captain Louttit: Yes and No. The ports are operating 24/7, but that does not mean that cargo is flowing in and out the gate 24/7. Anyone who has worked in a container yard understands that moving cargo out the gate takes a great deal of logistical planning. Organizing the yard to make it possible for the shipside cranes for discharging and loading becomes extremely challenging. Limited stacking area in the yard also adds to the problem.

While the ports maybe working 24/7, other segments of the supply chain do not. A local trucker may pick up a load at the port and be out the gate at 0200 and

Continued next page >>>

arrive at the delivery point at 0400 only to have to wait three hours for the warehouse, big box store or the rail yard to begin their day.

Sidelights: What other problems do you see contributing to the port congestion?

Captain Louttit: Just-in-time shipping is definitely part of the issue. It certainly seemed like a great idea as a way for importers to warehouse their goods aboard a ship; that is until the delivery of the goods was not in-time. Some goods are now arriving too late to be avail-

able during their intended season (think summer-wear arriving in September). Shippers wanted to use the container yard/port area as their storage area – leading to additional congestion in and around the port – leading to an additional chokepoint which has added to delays.

Demand for consumer goods continues to be higher than normal as the public has not returned to their pre-COVID spending on entertainment and travel. To move goods efficiently, equipment must be quickly positioned and repositioned. A container loaded onto a train and delivered in Chicago still needs a truck to complete the delivery and return the empty container. The shortage of truckers slows the turn-around time for needed containers.

Sidelights: What have you done recently to ease the congestion in the anchorages and the offshore holding areas?

Captain Louttit: We are proud of the new voluntary Container Vessel Queuing System for Labor. Last fall, both ports and industry recognized that the high volume of ships off the coast of southern California posed a risk to maritime safety and was impacting the air quality in the LA basin.

For 100 years, ships entered the queue for labor when the ship actually passed through the breakwater, and later crossed a line 20 nautical miles from Sand Pedro Harbor (LA/LB). This incentivized container ships to race across the Pacific to cross the queue line. The would then loiter/drift for weeks awaiting their



MV APL Sentosa at the Port of Oakland in 2017
AUHOR MINETTE LONTSIE, LICENSED UNDER THE CREATIVE COMMONS ATTRIBUTION-SHARE ALIKE 4.0 INTERNATIONAL

berth. This led to a record 86 container ships anchored or loitering off LA/LB on 16 November 2021. Therefore, a special working group led by Pacific Maritime Association (PMA) and Pacific Merchant Shipping Association (PMSA), with major ocean carriers and terminals as members, established a new queuing system for labor. Chad Lindsey of PMA and Michele Grubbs of PMSA did a fantastic job leading the working group, giants of industry/ocean carriers/terminals, each balancing the view of their firm with the collective view to increase safety and air quality.

Under the direction of the working group (PMA, and PMSA) the new system is operated by Marine Exchange of Alaska and Marine Exchange of Southern California, who formed a new company called Pacific Maritime Management Services (PacMMS). The Marine Exchange of the San Francisco Bay Region was added later when the system expanded to Oakland. The system is possible because all ships now have satellite e-mail and telephones, and can be tracked by satellite AIS

This system is based on date and time of departure from the last port before LA/LB, and a Calculated Time of Arrival (CTA) using the classic distance/speed=time formula. Container ships are now placed in the labor/berthing queue based on their CTA. The CTA is fixed for all container ships using the actual departure time from their last loading port, the distance to San Pedro Harbor and standard

speeds agreed to by the working groups, such as 18 knots for container ships eastbound to LA/LB. Once a ship's place in the queue is established the agent/companies work with the terminals to establish a berthing date and time. The ship is notified of the intended docking time and can adjust their Trans-Pacific speed accordingly. If a ship is early, the working group established Safety and Air Quality Area (SAQA) 50-150 miles offshore where container ships voluntarily loiter to reduce the number of ships at anchor off LA/LB. There is some latitude built

into the process which allows for expedited service vessels to use a 21 knot speed for their CTA. A ship may jump the queue if it is only backloading empties as this helps relieve congestion in the terminals. Also, Jones Act and military cargo on container ships do not wait, per long-standing protocols. The new queuing system was implemented on 16 November 2021 and has been a great success – so much so that this new queuing system for labor was extended to include the Port of Oakland 11 January 2022. Thus far, all parties are pleased with the arrangement.

Sidelights: Final question: Why isn't the public getting the full picture of the supply chain delays and what is happening at San Pedro Harbor?

Captain Louttit: The public is not getting a full accounting of the port congestion aspect of Supply Chain problem because the supply chain is very complicated, so news outlets tend to report on one segment of the problem or what is happening today rather than the entire system over time.

Sidelights: Thank you for taking the time to give us an in-depth accounting of what is really happening in San Pedro Harbor and at the Marine Exchange of Southern California.

Editor's Note: To view the LA/LB Container Vessel Queuing Process go to <https://mxsocal.org/> or <https://www.pacmms.org/>

The Perennial Maritime Question



By John A. C. Cartner, LLM, Ph.D.,
Master Mariner,
Ch.Eng.

The perennial maritime question is a simple one. With all the vessel engineering and civil commander operational training and safety systems and security systems and readiness systems in place, why

do our vessels keep grounding, colliding, capsizing, deviating grossly, suffering substantial cargo injuries, have other safety and security breaches, and have fires and explosions and environmental pollutions?

The answers on the one hand are complex and not well understood in the engineering approach and operational analyses approach we now use. A simpler and faster solution may lie in understanding the fundamental problem of the fitness of our civil commanders to command at sea. Fitness is the capability of the commander to meet his nine duties, the duty of self, to public authority, to private authority, to the vessel, to the cargo, to lives, to the voyage, and to the external and internal vessel environments and information. The principal duty however is the duty of self.

Because of the importance of the duty of self, to help solve the problem as posed it is necessary to select people with a predisposition to have civil Command at sea who have the personal characteristics necessary to command well and to train them in civil command and to foster them in their careers toward and in command. Our current system does not select well, train well, or foster well civil commanders. It trains people who can meet min-

imal standards set by Convention who have sufficient seetime and intellectual capacity to be examined for a license then be appointed to Command. In the current system the civil Commander is often relegated to hired hand status, much as Captain Smith was viewed by the Owner and shipyard Owner class as the commander of Titanic. Engineering and social hubris and poor selection and training of the civil commander sank Titanic. We have over-fixed engineering hubris. Accidents today are usually called by "human error" because engineering is incapable of controlling operations; it can only limit them. Hubris is built into the culture of the maritime

The best and the brightest should be on the path to be our civil commanders -- it is upon them resting the safety, security and readiness of Vessels and the lives aboard and the cargo and the Voyage.

system as the industry -- along with petroleum and fishing -- the remnants of cowboys, lone Rangers, gunslingers, and swashbucklers. In such industries the tough survive. The tough are not necessarily the fit. Toughness has been confused with competence to command.

The solution may not be easy, but it is workable. Military and naval organizations have similar challenges to the maritime problem. The fix is multifaceted: screening of people who voluntarily want the position of civil Commander as a career emphasizing only civil command and not its intermediary steps; objectively measuring them for those personal characteristics necessary for civil command; selecting the best of those as

trainees for civil command; broadening the training into all facets of civil command; indoctrinating the selected into the demands of the position; continually training them in the culture of the position and its demands; giving the selected a clear career path with clear incentives and disciplines; paying the chosen more than others to incentivize them; making them the chosen and the elite of the sea-going profession; continuously monitoring them and offering them the professional assistance they need when before operating and afterwards; retiring them with honor after a career well-served.

How can this be done in the maritime industry? First, the "deck" profession must be honored for what it does -- making informed integrated decisions -- it cannot be seen as the resort of the mediocre. It cannot be seen as the intermediary steppingstone to shipping company management. This starts with initial selection and training. Those entering the profession should come in as Commanders-in-waiting not as trainable navigating officers. Therefore, in addition to engineering and deck officer basic training, a curriculum of civil command should be offered emphasizing not only the vessel transport function but its trade function as well as its machine functions and its operation and keeping the binary positive states necessary for safety, security, and readiness. The best and the brightest should be on the path to be our civil commanders -- it is upon them resting the safety, security and readiness of Vessels and the lives aboard and the cargo and the Voyage. The training should be different than mere deck training or engineer or radio communications training. It must be demanding, rigorous and directed toward training civil Commanders and not chief mates or navigating officers or mere computer manipulators, just as the position of civil command at sea

Continued on page next page >>>



Was Captain Edward Smith (left) of the Titanic unduly influenced by J. Bruce Ismay (Right: Chairman and Managing Director of White Star Line) to maintain a high speed on the Titanic's Maiden Voyage?

PHOTOS - PUBLIC DOMAIN

Question >> Cont'd from page 23

differs from those callings. It requires engineering fundamentals as well as deck fundamentals and communications and medical fundamentals, but trains those who are destined to be commanders and not advanced watchstanders. It trains intelligent, people of great integrity who can act as agents for the Vessel Owner as well as public agent and vessel mag-

istrate for the registry state. He must be able to take all pertinent and relevant information into his decision making and integrate the lives aboard the vessel and the vessel into operational decisions dictated by law and circumstance and to preserve the positive binary states of the vessel's safety, security and readiness which he sets and eliminate the risk of system failure and if outside his control minimize the effects of the failure.

Second, command line people must be honored for that they do -- not as ego-boosting but in having them understand the importance of confidence and trust placed in the civil commander as the integrating sole person bringing all

operations of the Vessel together and maintaining it in a safe, secure, and ready state, as well as being the civil head of the Vessel's government, leader and manager of the Vessel. In other words, the commander as magistrate and governor and should be trained and honored and have the confidence in him necessary for such an appointment.

The path to command should not be one of informal mentoring but of continuous career training between voyages to maintain a steady career path and progression in the command path. This can occur while the Master is not a sea by having the continued training in both company offices and institutionally. The important point is that training while progressing is a key factor in producing the best civil commanders who have inculcated in them that failure of fitness is not an option. We must take airplane pilot training to a new level with civil commanders to make the system safer and less incident prone. The training should be in each of the eight duties of command and



The Amoco Cadiz breaks up after grounding on the Portsall Rocks off the Northern Coast of France (March 1978). Did the owners in Chicago delay the Captain from accepting help from the salvage tug Pacific while they attempted to negotiate a contract rather than accept Lloyd's Open Form?

PHOTO - PUBLIC DOMAIN (NOAA)

in command management, leadership, and integration. The career path should include engineering credentials in naval architecture and electrical and computer engineering, management training at the graduate level, continued leadership training, graduate level training in agency law and public law, continued training in Voyage management and environmental law, annual training in the latest technologies and cyber security and the like.

The costs of such a program can be spread in a company by having cadres of candidates responsible for SMM pro-

duction and training and currency as well as candidate selection and mentoring. The Vessel Command Department should have strong senior management visibility and the management responsibilities and powers to reduce the problems posed by the initial question aboard Vessels. This is therefore not a Marine Department problem but a company problem and an industry problem which must be solved. Selection and education and training are our best hopes.

Technology can help. Technology is merely an extension of the fundamental

human senses and cognition. Just as no complete information technology for command decisions exists, no coherent fitting of technology to the civil commander to meets his or her nine duties exist. Hence, no vessel is wholly command worthy for fit civil commanders. Selective registry state maritime undergraduate institutions operated along military and naval lines are the obvious schools for developing command curricula. The need is great. The demand will be great. The service to the industry and to humanity will be great. ⚓

CROSSED THE FINAL BAR

CAPTAIN MIKE FINNIGAN #3511

Captain Mike Finnigan, passed away March 19, 2021 after suffering a cerebral hemorrhage at his home in Palm Coast, FL. He was 57. Born and raised in Essex, CT, he graduated from Valley Regional in Deep River, CT in 1981. Many colleagues and shipmates have expressed and shared the sentiment that Captain Finnigan was a shining example of a true sailor.

Captain Finnigan was a Master Mariner and well know figure in the U.S. maritime industry. One of his proudest achievements was being involved in all aspects of the building of the USNS *Pomeroy* and then becoming its first Captain. After many years of dedicated time at sea, he became Executive Vice President of the American Maritime Officers Union (AMO) on January 1, 2019.



Anyone who knew Captain Finnigan knew his presence was not only his stature but also his heart. A man of honor and principle, a man who without hesitation would give you the shirt off his back. The great kindness and humor of Captain Finnigan will never be forgotten. When he was home, he loved grilling, go skeet shooting, golfing, traveling, helping others, and spending time with his wife, Susan Ziegler Finnigan, and his rescued puppies, Misty and Snoopy.

Captain Michael F. Finnigan is survived by his wife, Susan Ziegler Finnigan, his mother, Elizabeth Finnigan, of West Bay Nova Scotia, by his brothers and sisters, John and Karen Finnigan of Dover NH, Mary and Scott Timmis of Portland, CT, Eileen and Paul Laroche, of Gardner, MA, many nieces and nephews, his two loving dogs - Misty and Snoopy, and an endless sea of friends. Captain Finnigan was preceded in death by his father, John Finnigan, a decorated Korean War veteran and tugboat Captain.

CAPTAIN MICHAEL MENDENHALL #2545

Captain Mike Mendenhall died on Thursday, June 3, 2021, at the age of 78, in Seattle, Washington. He was surrounded by his loving family as he made his transition from this life to the next.

Captain Mendenhall was born on July 28, 1942, to parents Louis Gordon Mendenhall and Alice Jean Mading, in Seattle, Washington. He was a member of the U.S. Coast Guard and became a master on the Washington State Ferries. In 1977, Captain Mendenhall began a career as a Puget Sound Pilot, a career that would span 35 plus years. During this time, he was in charge of the safe navigation of ships through the waters of the Puget Sound. The majority of his personal and professional life was dedicated to a life on the sea, a tradition that his family intends to maintain. A member of CAMM since 1997, Captain Mendenhall was a strong supporter of the Seattle Pacific Chapter.

Captain Mendenhall is survived by his wife, Janice Ellen Barone, and children, Brett Michael Mendenhall and Megan Rose Mendenhall.

Acknowledgement:

The family would like to acknowledge the incredible support from Mike's community, particularly over the last several years of his life. To each and every person who made Mike's life more enjoyable until his final hours, we are eternally grateful for you. In particular, we would like to honor the work of America Mejia and Phiona Nalwanga, who became the rocks of his home care - his quality of life would not be the same without your selfless work. To family and friends from near and far, to houseboat neighbors at Roanoke Reef, to colleagues at Puget Sound Pilots to staff at Whitmire Seattle, Virginia Mason, Evergreen Health, and A Sacred Moment - we thank all of you for the love and care of our father.

CAPTAIN DAVID POULIOT # 2714

Captain David Pouliot was a loving husband, father, brother, and friend. He passed away peacefully after a courageous battle with cancer on March 2, 2022 at age 65. He was a bright spark in this world and will be missed by many.

Captain Pouliot was born to Genesta and Roland Pouliot on January 17, 1957 in Bath, Maine. He graduated from Morse High School and later obtained a degree in Nautical Science at Maine Maritime Academy in 1980. He held an Unlimited Masters License issued by the United States Coast Guard. His career as a ship's captain took him around the world and eventually to a job in Jakarta, Indonesia where he lived with his family for two years. Captain Pouliot was constantly learning more about his profession, participating in regular continuing education and maintaining an active membership in the Portland Marine Society and the Council of American Master Mariners. He was also a lifelong patron of the Maine Maritime Museum.



Captain Pouliot was an avid boater and enjoyed every second he spent on the water. He was known to all as a man who could fix or build just about anything and was meticulous and organized in everything he did. Captain Pouliot was a culinary master and especially excelled at grilling. Many times he would come home with groceries eager to cook something new to the delight of his family.

Captain Pouliot married Irene Comeau on July 20, 1985 and had two daughters, Julia and Adrienne. The family remained tightly knit throughout the years, spending time every summer in Small Point, Maine, learning to scuba dive together, and cheering on the Tampa Bay Lightning hockey team every season.

He is survived by his loving family: his wife Irene and daughter Julia and husband Allen, daughter Adrienne, his sister Michele O'Neal of Bath, Maine, brother Marc of Fernandina Beach, Florida, sister Denise Kahn and husband Phil of Los Robles, California and brother Matt and wife Tracy of Gorham, Maine, as well as many nieces and nephews. There will be a celebration of Captain Pouliot's life in Maine planned for early July. Details will be forthcoming.

The family requests that in lieu of flowers please consider a donation to the Maine Maritime Museum in Bath, ME.

May the seas lie smooth before you.

May a gentle breeze forever fill your sails.

May sunshine warm your face,

And kindness warm your soul.

And, until we meet again,

May God bless you and keep you safe.

—- *Irish Sailor's Blessing*

IFSMA Report

It is a pleasure to be Vice President of the Council of American Master Mariners and represent the United States at IFSMA. I will attend IFSMA's Biennial General Assembly (BGA) which will be held virtually in mid-October. Retired U.S. Coast Guard Commander Camilla Bosanquet (now a PhD student) and I submitted a formal paper to be presented at the IFSMA BGA. The paper, Recruitment, Retention, and Advancement of Women on Ships and Ashore, is an international study on the declining rates of merchant mariners and women's growth in this field on a global scale. I will update CAMM members on the BGA in the next issue of *Sidelights*.



Captain
Alexandra
Hagerty
CAMM #3480

International Relations Affects the Maritime Industry on a Global Level

If there is one thing one must recognize, it is that the maritime industry is heavily affected by international relations. As Master, one should always be well-versed in what is going on around the world as it often affects mariners (us). Pandemics, wars, political unrest, to the Suez Canal blockage all influence our industry. The better informed we are, the more prepared we are to conduct ourselves in a manner that is safe for our crew, vessel and companies we work for.

Condensed from the Commodore Jim Scorer's Secretary General Reports - Fall 2021

Many of you remain out at sea and some of you will have been caught up in the worsening crew change crisis as the Covid-19 Pandemic continues. The crew change crisis continues despite the best efforts of the ITF, ICS and other IGOs and NGOs around the world, including and IMO and the UN. Sadly, a significant number of nations continue to look in at themselves and fail to see the bigger global picture that requires that we treat all our seafarers as key workers.

We estimate that currently there about 250,000 seafarers who are serving beyond their contract dates, but none that we know are up to the maximum time allowed. The vast majority of shipowners and management companies are doing everything to ensure crew changes happen. We also estimate that currently just over 25% of all mariners have received Covid vaccinations with the number increasing by the day. We thank those nations that are helping in this regard to try and keep you safe. I must praise the work that all the above-mentioned

organizations who are working on your behalf, in particular the ITF and ICS.

At IFSMA's HQ Captain Paul Owen, our Assistant Secretary General, and I have been working hard to support you and all mariners over Covid issues which continue to rage around the world. We are working with the UN and the IMO, along with NGOs (such as ICS and ITF) to try and have governments around the world treat seafarers with decency and respect while making every effort to facilitate crew changes.

Unfortunately, most of our efforts fall on deaf ears and for some reason they do not seem to understand the importance of shipping and it being the key driver to facilitating trade. They have been warned on many occasions over the last two years and now they complain that there are shortages of goods. We will continue to fight to support seafarers in the hope that we will make a breakthrough and things will improve.

We have been very busy at the IMO virtual committee meetings and most

recently on the Legal Committee. We had a paper on the role of the Shipmaster in Maritime Autonomous Shipping presented and discussed. This paper was highly acclaimed by many nations and NGOs and is being seen as showing the way forward for future work on this topic. My full report can be found on the website, and I would like to thank Andrew Higgs, an acclaimed international maritime lawyer, who provided IFSMA assistance on the topic at no charge.

It is praiseworthy that IMO kept key parts of their organization working over the summer break to provide support to us all. At the beginning of September, all returned to our business of meetings and amending legislation to keep you safe.

The first week in September saw the Sub Committee on Carriage of Cargoes and Containers commence, but regrettably still by virtual means. This left very little time to do business as we only had three hours each day over four days to do our business. There are several areas I have identified looking at bulk cargoes

Battery Technology Will Reduce Green House Gas Emissions for Atlantic Towing

On 13 July 2021, from both Ålesund, Norway and Vancouver, BC, Vard Electro announced it had entered into a contract for an innovative hybrid battery power system with Atlantic Towing. The power system will be integrated on their vessel *Atlantic Shrike*. Atlantic Towing, working in the Canadian offshore oil and gas industry, is the first company to implement this multi-mode application of battery technologies on a single vessel.

Through cooperation across borders, Vard Electro is using its technological experience to meet the project requirements. As the market continues to reach for novel technology to contribute to reducing emissions, Vard Electro is developing new products to increase energy efficiency. For this project it combined previous engineering experience with local expertise to find the best solution for Atlantic Towing.

Atlantic Towing has received funding for the project through Petroleum Research Newfoundland & Labrador (PRNL) as a component of the offshore research, development and demonstration program of Natural Resources Canada's (NRCan) Emissions Reduction Fund (ERF). Funding will support pioneering upgrades to the Platform Supply Vessel, *Atlantic Shrike* and allows the integration of battery systems into the



MV Atlantic Shrike at Halifax, CD shipyard

KEN WATSON, FROM ATLANTIC TOWING

vessel's existing diesel-electric propulsion plant. The vessel is based in Atlantic Towing's homeport of St. John's, Newfoundland, Canada and is one of four modern diesel-electric builds.

Supporting Atlantic Towing's goal of reducing their carbon footprint, Vard Electro will deliver a containerized energy storage system for hybrid battery power. The incorporated SeaQ Energy Storage System will enable decreased fuel consumption and carbon emissions. It is reported that conversion will also reduce the vessel's main-

tenance requirement without compromising operational performance.

Main system components are all fitted into a self-containing deck house to ensure a fast vessel installation. Control and monitoring of the hybrid system are handled by the energy management system that communicates with the existing control systems aboard the vessel. Using batteries to absorb and dispense energy through load fluctuations and running engines at optimal load will result in significant efficiency, resulting in improved fuel consumption and emission reduction.

Commodore >>> Continued from previous page

with the potential for liquefaction and will ensure that I bring this to the attention of the meeting. At the beginning of October, we had a very full agenda for the Maritime Safety Committee, and I will update you on that in next month's newsletter.

Our profile is still high amongst the international community, and I have been invited to join a meeting of UN Agencies and key NGOs to discuss Seafarers' Rights.

Finally, you will be pleased to hear that IFSMA has entered into an agreement, for the first time, to produce a book

on international law for shipmasters. There have been a number produced over the years, but most have been bogged down in legal jargon and are not easy to read or simple to use. By producing this together with ICS we hope to publish something that is easy to read and that will help all Shipmasters, Shipowners, Ship Managers, and Designated Persons Ashore as well as trainers. We have brought together a group of international marine lawyers and serving Shipmasters to preside over the content of what is

needed by the busy shipmaster. At the beginning of September this same group will decide who will win the contract to write the book from a large number of interested authors qualified in maritime law. We hope to have this published towards the last quarter of next year. I will keep you posted on progress.

The HQ passes on its best wishes to you all and your families and wishes you fair winds and following seas.

Another Flag of Convenience?



The fortress of Città di San Marino, Republic of San Marino. The tiny, landlocked country of San Marino on the Italian peninsula has no clear maritime connections, until now.

PHOTO CREDIT: MAX RYAZANOV - WIKIPEDIA COMMONS. LICENSED UNDER THE CREATIVE COMMONS ATTRIBUTION-SHARE ALIKE 3.0 UNPORTED



International
Transport Workers
Federation

San Marino is a landlocked enclave surrounded by Italy. Located on the border between the regions of Emilia Romagna and Marche and part of the Apennine mountain range the hilly topography, San Marino has no flat ground. It is one of only three countries in the world to be completely enclosed by another country (the others being Vatican City, also enclosed by Italy, and Lesotho, enclosed by South Africa). It is the third smallest country in Europe and the fifth smallest country in the world.

Located approximately 6.21 miles from the Adriatic coast, it has no still or contained bodies of water of any significant size. Investigations by International Transport Workers Federation (ITF) using global shipping data could not identify any ship owners from San Marino who have registered vessels with other countries. The news comes in the same month the ITF added seven new countries to its list of Flags of Convenience

(countries that register of ships with no genuine link to the country).

So why is a country with no coast and no clear maritime connections setting up a commercial ship registry? In late August, experts at ITF ask the marketing team at San Marino Ship Register (SMSR) why a landlocked country was registering ships. Below is part of the Q&A between ITF and SMSR.

Question and Answer

ITF: Why have you set up this Registry? Given that San Marino has no coast or maritime links, is it fair to conclude that this is a purely commercial venture?

SMSR: San Marino opening its international ship register has exercised a recognized right according to the International Convention. In particular, San Marino offers an open registry which allows the

country to gain international visibility. This fosters commercial collaborations, the creation of new businesses, and broadens the international network of the country.

ITF: On your website, you mention Italian investors. How does investment in a government agency work?

SMSR: San Marino Ship Register is a private company which supports the San Marino Maritime Authority in the management of the registry with technological solutions, know-how, fleet management, and staff training. There is no investment in the Maritime Authority, which is the government agency and flag administration of the country.

ITF: What are the advantages for ship owners of registering in San Marino over, say, Italy?

SMSR: We offer fast registration procedures and digital online applications, electronic certificates, reduced paperwork, and global.

ITF: Is it your plan to register all types of commercial shipping? Are there any limitations on what you will register?

SMSR: We do not currently have limitations based on vessel type. Special discounts will be applied to ships less than 10 years old. We would like a young and green fleet.

ITF: Does San Marino plan to ratify the Maritime Labor Convention? Are there regulations to protect the freedom of association of crews on San Marino registered ships?

Labor Convention on 26 February 2021. The national government is in the process of submitting said ratification to the ILO. Freedom of association of San Marino maritime crews will be guaranteed.

ITF: What financial and other provisions have you put in place to deal with, for example, crew repatriation in cases where ships are abandoned by their owners?

SMSR: This and other provisions for the implementation of the MLC convention will be drafted in the period following the submission of the ratification to the ILO, in the preparatory phase to fully implement the convention.

record in protecting the seafarers who work on ships flying their flag, David Heindel, ITF Seafarers' Section Chair, stated that, "The ITF and our network of inspectors globally will be watching the San Marino registry with bated breath. We hope that San Marino lives up to its promises to protect seafarers and guarantee their fundamental rights."

Source: ITF Press Release, August, 2021

About the ITF: The International Transport Workers Federation which is an international union which protects the standards of ship crews worldwide.

SMSR: San Marino ratified the Maritime


Given that many States have a poor

Properly Prepare Your Ship's Citadel

A valuable Security Tip for Shipmasters

Did you know that one of the most commonly overlooked problems when preparing a citadel is a crew member's medication? Most citadels have a well-stocked first aid kit, (if you have ticked everything off on the citadel checklist then things are in good order) but what happens if one of the crew locked down in the citadel realizes they have left their asthma medication or heart pills in their cabin?

Here is a tip: Leave a supply of personal prescription medication in the citadel before entering the High-Risk Area (HRA). Critical response time is key to success. As with any emergency drill, the response time is critical, so the recommendation is to avoid procedures where the crew may have return to their cabins for medication or valuables when on their way to the citadel.

This advice and the citadel checklist are kindly provided for the benefit of all by Glasgow-based Palaemon Maritime. A free copy of the citadel checklist can be download with this link: <https://tinyurl.com/pa6rzhkp>. Palaemon Maritime are specialists in vessel perimeter protection, vessel hardening and HRA preparation. They welcome comment from seafarers on ship security such as the provision of anti-piracy barriers. 



Maritime Blue



On 30 September 2021, IMO and the global maritime community came together to celebrate the annual World Maritime Day. This year's theme was "Seafarers: At the core of shipping's future". On World Maritime Day, IMO launched a new annual tradition to unite the maritime community by bathing the IMO building in Maritime Blue. The IMO headquarters in the United Kingdom

was one of numerous buildings, bridges, ports, ships, monuments, museums and other landmarks in more than 30 countries that were bathed in blue light to celebrate World Maritime Day. The symbolic initiative aims to unite the maritime community and raise awareness of the vital contribution of shipping and seafarers to the world. It will also draw attention to seafarers and their core role in shipping and its future.

The blue lights at the IMO headquarters on Albert Embankment in London were positioned to illuminate the Memorial to Seafarers near the entrance, a particularly fitting tribute given this year's World Maritime Day theme. The memorial, which was inaugurated 20 years ago on World Maritime Day, originally featured illuminating lights, but these became inoperative over the years. New lighting work was completed using funds donated by the International Transport Worker's Federation.

The lighting up of the building was livestreamed across IMO's social media channels to a global audience, many of them seafarers. There was also a small, in-person event held at IMO headquarters to mark the occasion. Images from these iconic locations were shared

across social media using the hashtag #WorldMaritimeDay. Secretary-General Lim has invited IMO Member States, intergovernmental organizations and non-governmental organizations in consultative status to join in this annual initiative by lighting up their most iconic buildings, bridges, maritime ports, ships, monuments, museums and other landmarks on World Maritime Day each year. One can view photos of landmarks across the globe that participated in the 'Maritime Blue' initiative - including images of the IMO building and Seafarer Memorial in blue at: [Spotlighting in blue for World Maritime Day 2021 | Flickr](#)

"Shipping drives world trade and that trade simply does not happen without seafarers. While the challenges of automation and digitalization - not to mention decarbonization - will drive change in shipping, we will always need well-trained and motivated seafarers. We must ensure a diverse and expert workforce for the ships of the twenty-first century and beyond," said IMO Secretary-General Kitack Lim.


During 2021, IMO interviewed several seafarers about topics of importance to them and the future of the sector. The profiles (on the IMO website and social media channels (Twitter, Facebook, LinkedIn and Instagram) spotlight issues related to the human element of shipping, including the safety and security of life on board ships, seafarers' well-being, and the importance of ensuring an appropriately trained and qualified workforce - seafarers ready to meet the challenges and opportunities of digitalization and automation. During the celebrations, which are a fixture in the global shipping calendar, four seafarers joined in an interactive webinar. Seafarers Ayse Basak, Yrhen Balins, Marwa Elselehdar and Thomas Madsen were the seafarer panelists during the webinar which focused on issues such as crew change, diversity, safety, and the environment.



IMO Headquarters in London

PHOTO COURTESY IMO

The 2021 theme was chosen as part of a year of action for seafarers. They play a vital role as key workers for global the supply chain and are facing unprecedented hardship due to the COVID-19 pandemic. In a message, issued on World Maritime Day, UN Secretary-General António Guterres stated, "I renew my appeal to Governments to address their plight by formally designating seafarers and other marine personnel as 'key workers,' ensuring safe crew changes, implementing established protocols, and allowing stranded seafarers to be repatriated and others to join ships."

Going forward, the IMO building, including the Memorial to Seafarers, will continue to be bathed in Maritime Blue on each World Maritime Day. Member States, intergovernmental organizations, seaports, ships and non-governmental organizations are encouraged to illuminate their buildings, bridges, maritime ports, ships, and other landmarks in Maritime Blue each year on World Maritime Day. 

Officer Tran Van Khoi of Viet Nam wins the 2021 IMO Exceptional Bravery at Sea Award

The 2021 IMO Award for Exceptional Bravery at Sea will be awarded to Officer Tran Van Khoi, of the Regional Maritime Search and Rescue Coordination Center No. II, Viet Nam. He was nominated for his courageous actions and tireless rescue attempts in an operation that lasted over a period of three days. Officer Khoi will receive the award for rescuing four survivors from a sunken vessel off Viet Nam in October 2020.

The incident began on 8 October 2020, when the cargo vessel *Vietship 01* was swept away while attempting to dock at the Cua Viet Port, Viet Nam. Widespread flooding and wind gusts of 45 mph, caused by typhoon Linfa, grounded the *Vietship 01*. The vessel sank in shallow waters, leaving its 12 crew members trapped onboard. The crew members gathered on the roof of the cabin and several rescue units were immediately deployed. A viable rescue plan was not possible due to the severe weather and sea conditions and the crew remained onboard.

On the early morning of 9 October, Officer Khoi was on shore watch duty. He witnessed two crew members being washed overboard by the strong waves. Without hesitation, Officer Khoi tied a rope to his body and swam through 15 feet waves and strong currents and was able to rescue both seafarers. In the afternoon, two more crew members fell into the sea. They were fortunately tossed ashore by the waves.

In deteriorating weather on 10 October, a fishing vessel tried to approach the *Vietship 01* but sank before it could reach it. One crew member from the fishing boat was swept ashore by



(Above) Officer Tran Van Khoi, Regional Maritime Search and Rescue Coordination Center, No. II. Medallion (Below).



rough waves but three others had to climb the *Vietship 01* for safety. On the afternoon of 10 October, Officer Khoi

volunteered to try a new approach from another fishing vessel. The intent was to connect the sunken ship to the shore with wires by using rescue wire launching guns. Rough sea conditions prevented the rescue attempt and two crew members jumped into the water. Officer Khoi again risked his life by swimming amidst raging waves to help the crew members back aboard the sunken vessel.

Later in the afternoon, Officer Khoi, exhausted after two days of fighting the elements, volunteered to steer a RIB boat (Rigid Inflatable Boat) against the fierce seas in an attempt to reach the *Vietship 01*. The RIB nearly overturned when its engine stopped due to waves flooding the boat. Officer Khoi and his crew quickly fixed the engine problem and continued trying to approach the *Vietship 01*. With night falling, exhausted and unable to reach the *Vietship 01*, they were ordered to return to the shore. On October 11, 2020 weather conditions moderated and rescue helicopters were deployed to the scene. The remaining of survivors were hoisted to safety.

In addition to the Exceptional Bravery at Sea Award, eight individuals or sets of nominees will receive certificates of commendation for their acts of bravery, while a further six will receive letters of commendation. The recipients were selected by a Panel of Judges, whose recommendation was endorsed by the IMO Council, meeting remotely for its 125th session from 28 June to 2 July. 🇯



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.

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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 RJ Klein CAMM President, at the CAMM PDC-AMG in Port Canaveral, FL 2021



Captain RJ Klein, CAMM President; Congressman John Geramendi; Captain Jeff Cowan, CAMM Government Liaison VP; Captain Joe Hartnett, CAMM Executive Vice President



Above: Captain Alexandra Hagerty, CAMM International Relations VP and IFSMA Representative. Below: Captain Coulombe, Captain Madden, and Captain McCann (Canada) share a moment at the Joint CAMM IFSMA 2017 Conference.





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 \$120 check (\$100 annual dues + \$20 application fee) payable to: The Council of American Master Mariners, Inc. Mail to Captain George N. Zeluff, Jr., Membership Vice President, 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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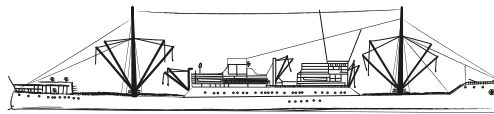
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