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# Sidelights

Winter 2022 Vol. 52, N° 4

Published by the Council of American Master Mariners, Inc.



**Revisiting the Ever Given**  
**Ice on the Great Lakes**  
**Great Lakes Pilotage**  
**AGM/PDC Preview**

# Exploring Seattle on Your Own

Coming to the AGM or visiting Seattle in the future there are some sights/tours you may want to investigate.

## Visit the Gum Wall

Some think it is gross, but kids love it and it is a cool backdrop for a Seattle photo opt. It is a bit off the beaten path behind Pike Place Market. To reach the Gum Wall, head down a ramp to the left of Pike Place Market's iconic "Public Market Center" clock sign. At the bottom of the ramp, veer left into Post Alley and The Gum Wall will appear on both sides. People have been doing this for 30 years, though the wall was cleaned in 2015.

PHOTO BY SER AMANTIO DI NICOLAO, SEATTLE 2019,  
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## Go Underground

The Bill Speidel's underground tour of Seattle is a guided walking tour and takes about 75 minutes. The unique attraction starts at old Pioneer Square and visitors stroll through subterranean storefronts and sidewalks which were entombed when the city was rebuilt on top of itself after the Great Fire of 1889. Guides impart humorous tales from the history of Seattle in the late 19th century.

PHOTO BY RENNET STOWE, SEATTLE UNDERGROUND TOUR 2009  
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## See the Troll up close

The Fremont Troll lives under the George Washington Memorial Bridge (also known as the Aurora Bridge). The Volkswagen that the Troll holds in his left hand (One he has captured from the bridge) is a real vintage Volkswagen "bug". The Troll was sculpted by four local artists: Steve Badanes, Will Martin, Donna Walter, and Ross Whitehead it was erected in 1990. Located at the intersection of N 36th St and Troll Ave.

PHOTO BY CAPTAIN RJ KLEIN



## Ride the Great Wheel

Be adventuresome and take a ride on the Great Wheel. Located at Pier 57 (1301 Alaskan Way). One of the largest Ferris wheels in the country, it is 175 feet tall, weighs more than 110 gross tons and offers spectacular views of the Puget Sound, Mountains and Seattle. Want to be really adventuresome? They offer a 4-course dinner with wine in your private enclosed gondola that affords spectacular coastal views.

PHOTO BY CHRIS LIGHT, GREAT WHEEL IN SEATTLE, 2016,  
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Other places: Take a ferry ride to Bainbridge Island, visit the Space Needle, the Ballard Locks, the Seattle Art Museum, and Bruce Lee's Grave. Have a car? Take I-90 east to exit 25 and visit Snoqualmie Falls which drops almost 100 feet higher than Niagara Falls. 🚗



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caphartnett@mastermariner.org

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

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caphiggins@mastermariner.org

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

**Mailing Address:** 8112 Ferrara Drive  
Harahan, LA 70123

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#### 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

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### 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 Hwy, Pompano Beach, FL.

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captmichaelson@mastermariner.org

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

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### SEATTLE / PACIFIC NORTHWEST

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captklein@mastermariner.org

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

**Mailing Address:** PO Box 99392  
Seattle, WA 98139

### COLUMBIA RIVER

#### Paul Siracusa, President

mrpobre@aol.com

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

## South Pacific Region

### LOS ANGELES / LONG BEACH

#### Captain Mike Jessner, President

717-721-4276  
Captjessner@mastermariner.org

Meetings at noon on the 2nd Tuesday of each month, except August. CThink Cafe, 302 W. 5th Street - Unit 105, San Pedro, CA 90731

**Mailing Address:** 6381 Balmoral Dr.  
Huntington Beach, CA 90647

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Set of four



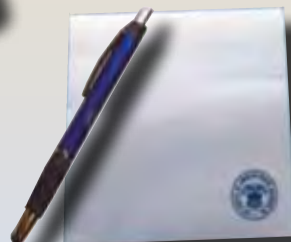
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Comes with CAMM pen



**\$10 CAMM Post-it/Pen set**



**\$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

The Container ship *Ever Given* stuck in the Suez Canal, March 2021.

PHOTO FROM SENTINEL HUB EUROPEAN SPACE IMAGING AND LICENSED UNDER THE CREATIVE COMMONS ATTRIBUTION 2.0 GENERIC LICENSE.

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We welcome your articles, comments, illustrations and photographs. Please email to: [Sidelights@mastermariner-us.org](mailto:Sidelights@mastermariner-us.org) or mail your submissions to

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

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Winter	Jan 20	Feb 15

\*Subject to change dependent on CAMM Annual Meeting date



## View from the Bridge ..... 7

2023 Brings Challenges to the US Maritime Industry

## In the Council ..... 8

The License Continuity Process ..... 8  
 Secretary/Treasurer Report ..... 9  
 Chaplain's Report ..... 11  
 Council Reports ..... 12  
 Ride the *Coho* for Free ..... 14  
 Mr. Robert Weagant, WWII Merchant Marine Veteran Receives the Convoy Cup Award ..... 15  
 Crossed the Final Bar ..... 16



## In the Industry ..... 19

Same Crime, Different Penalty: Uneven Vetting for Mariner Licensing ..... 18  
 2023 Annual General Meeting and Professional Development Conference - Seattle ..... 20  
 AGM-PDC Sponsors ..... 21  
 Keynote Speaker Captain Patrick M. Hilbert ..... 22  
 Pilotage on the Great Lakes ..... 24  
 Ice on the Great Lakes ..... 26  
 Revisiting the MV *Ever Given* and Suez Canal Grounding ..... 28  
 Conning a Ship? Leave your Cell Phone Alone! ..... 31

## IFSMA and IMO ..... 32

Secretary General's Report ..... 32  
 International Surface Water and Ocean Topography Satellite Launches ..... 33  
 Chief Officer Bo Xu Receives 2022 IMO Bravery Award ..... 34  
 Dumping of Sewage Sludge at Sea Prohibited Worldwide ..... 36



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

# Letters to the Editor

Editor in Chief,

I must disagree with a portion of Captain Jeff Cowan's article in the Summer/Fall 22 issue of *Sidelights* ("Is there a Future for the U.S. Merchant Marine") wherein he asserts that "those from USN and USCG do not do so well aboard commercial ships." He seems to have made this assertion based on "numerous discussions with people in the industry" (his words) and not on personal experience. My own observations, based on 25 years active duty in the Navy in surface ships and an additional 25 years in a civilian deck officer capacity, provide a completely different conclusion.

I have found that former Navy and Coast Guard mariners do extremely well in the civilian sector, due in no small measure to their "get it done" attitudes and willingness to undertake tasks under less-than-ideal circumstances. Granted, there is resentment among civilian mariners when a former military man comes aboard, and their feeling is often that this person is accustomed to having a large crew to do his work for him and is averse to doing personal work and "getting his hands dirty." Once the newcomer shows this not to be the case, all proceeds well.

A primary difference between the military and civilian philosophies is the military person's familiarity with responding to emergent and unexpected taskings. This is the norm in the military, but I have seen it not so well received in the civilian sector. Another is the fact that in the military, watch time does not count toward the required hours to be worked. Every crew member aboard a Navy ship is a "dayworker" while watch standers work a good number of additional hours. A person with a night watch is expected to be on deck at the start of the work day regardless of the time of the night watch. No one on military vessels can simply stand 8 hours of watch a day and satisfy the day's requirement for work, as many civilian mariners do. I have frequently seen both licensed and unlicensed persons content with simply standing their watches and performing no additional work unless called out.

I cannot disagree that military and civilian sea time are not the same, but in many respects military time is more strenuous. The Coast Guard is relentless in calculating and crediting military sea time; I have two colleagues who can confirm that. One is a former Navy Captain and the other was a Captain in the Coast Guard. They were both authorized to sit for their Unlimited Master Licenses, but due to recency requirements for sea time, they could not do so until they had each sailed as Ordinary Seamen for six months.

Summarizing, my observation based on many years of experience in both sectors, has shown that former military persons make excellent civilian mariners and I respectfully disagree with Captain Cowan's general assertion to the contrary.

Respectfully,

Frederick K. Smallwood  
CAMM New Orleans #2316  
Captain, U.S. Navy (Retired)  
Master Mariner

## 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](mailto: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](mailto:Sidelights@mastermariner-us.org).*



## 2023 Brings Challenges to the US Maritime Industry



Captain  
Joe Hartnett,  
President #2193-RP

to report that we have been able to maintain a positive cash flow despite increases in most of our expenses. Our largest expense is the publication of *Sidelights* magazine; however, I feel that this publication is an important asset for the mission of CAMM. Our membership remains steady, and we will continue to seek new advertisers and sponsors.

The New Year also brings many challenges to the U.S. maritime industry. One example is the continuous decline of the U.S. flag fleet over the last decade. As of January 2022, there were only 78 U.S. flag vessels in the Jones Act fleet (Statista, 2022). Many companies have ceased operations and in 2020 approximately 34% of the U.S. flag fleet was older than 25 years (Statista, 2022). On the brighter side, Philly Shipyard, Inc. (PSI) has been contracted to build the five National Security Multi-Mission Vessels (NSMV) for the state maritime academies starting with the delivery of NSMV 1 to S.U.N.Y. Maritime College in 2023. This contract has provided approximately 1,300 jobs for the Philadelphia area. The shipyard has also recently signed a contract to build three Aloha Class LNG-fueled container-ships for delivery in 2026 and 2027. The yard has already delivered six new container-ships to Matson between 2003 and 2019.

Exports of Liquefied Natural Gas (LNG) from the United States averaged 11.1 billion cubic feet per day during the first half of 2022 (EIA, 2022). Which begs the question, "Why don't we have any U.S. flag LNG vessels?" I sailed aboard LNG's in the 1980s. The vessels were extremely well built and provided excellent compensation for many seafarers. Ironically, I recently met a Croatian Master who had sailed aboard my vessel after the vessels were re-flagged. He men-

tioned that the U.S. built LNG was in better shape after 30 years of service than his 2016 foreign built LNG vessel.

Congressman J. Garamendi (D-Ca), Senator R. Wicker and Senator R. Casey, Jr. (D-Pa) have re-introduced the "Energize American Shipbuilding Act of 2021. This bill will require a specific percentage of Crude Oil and LNG exports be transported by U.S. flag built or U.S. retrofitted vessels. If passed, this bill will provide jobs for U.S. seafarers, shipyard workers and other supporting maritime industries. CAMM has submitted letters of support for this bill. Please send a letter to your local representatives urging them to vote in favor of this important bill. I can assure you that members of the CAMM Board of Governors will be actively supporting this bill in Washington, D.C.

CAMM extends congratulations to Maritime Administrator Rear Admiral Ann C. Phillips U.S. Navy (Ret) and USMMA Superintendent Rear Admiral Joanna Nunan U.S. Coast guard (Ret) on their appointments. The CAMM Board of Governors would welcome any opportunity to work with them on behalf of the U.S. Merchant Marine.

A word of thanks to the Seattle/Pacific Northwest chapter for offering to assist with the 2023 CAMM AGM/PDC. The dates have been set for April 19-21. The chapter has always presented successful events that have been well attended. I would urge all members to try to attend this event. Looking forward to seeing CAMM members and their guests. Event details will be forthcoming.

Wishing everyone a happy, healthy and prosperous New Year.

All the best,

Captain Joe Hartnett

# The License Continuity Process

By Captain Kevin Coulombe, #3221-RU

I sailed as Master and worked for one of the major US flag container carriers. I paid-off my last command in December 2018 having spent the last 12 years of my 38 years sailing for Maersk Line Limited. After some reflection, I decided to retire which proved to be prescient as it spared me the experience of going to sea during a global pandemic.

At the beginning of retirement, license renewal was constantly in the back of my mind. I assumed I would do it, but it would be a five-year renewal so all the prerequisites applied: TWIC (Transportation Workers Identity Card), STCW medi-

cal (Standards of Training, Credentials and Watchkeeping), BST (Basic Safety Training), advanced firefighting and whatever testing was necessary as I had only accumulated approximately six months sea time when on my license before retiring.

Six months prior to expiration, I began the process, beginning with the TWIC renewal which is the basis for application for a Merchant Mariner Credential (MMC). Application and processing of the TWIC has come a long way since its inception in 2007. Originally, the application and processing could take months. I got on the internet on a Wednesday night and easily found their registration site. The renewal application process is the same as for new applicants. The interview was still necessary, and I had to do a little fancy key board work to find a TWIC center nearby. I finally found a TWIC contractor office near my local airport (Paine Field, Everett, Washington) and to my surprise appointments were wide open.



I made an appointment for the following week so that my wife could renew her TWIC at the same time. The interviews went off without an issue, and we received our new TWIC cards in about two weeks.

The application for the TWIC has a box to indicate that it would be for mariner documents, and I duly selected it. The months fell by the wayside, and I procrastinated but continued to give a great deal of thought to my license renewal. Life distracted me and then I maybe thought the Russian war against Ukraine would resolve my immediate renewal issues with a mobilization. Also weighing on my mind was that I would need recertification courses for Radar, ECDIS, BST and Advanced firefighting, as well as a medical physical and a drug testing certificate. Previously, this was all on the union dime – this time all expenses would be out of pocket. Then I attended a maritime conference and determined that the industry was

well in hand, so it was time to move on.

Licensing or credentialing is handled by the US Coast Guard office, National Maritime Center (NMC), which has a comprehensive website. One of the Merchant Mariner credentialing renewal options is Continuity. This option maintains your merchant mariner history in the USCG licensing office enabling one to pursue a future renewal based on your past credentials. Allowing your license to expire results in losing your history and a new credentialing process like starting from scratch.

I opened my application (USCG form CG-719B) for license continuity in late May 2022. The application forms were the same as for initial and renewal of the credential. I located the CONTINUITY elective. The application did not call for any additional documents, and I was

Continued page 10 >>>



## Coming Out of the Fog



*Captain  
Augusta Roth  
CAMM National  
Secretary-Treasurer  
#3116-U*

Season's Greetings from National Secretary/Treasurer's Desk.

I am wishing you all the happiest and warmest season's blessings! It has been another excellent year for CAMM. The Board of Governors (BOG) are working hard to increase and improve CAMM commitment as leaders for U. S. Merchant Marine.

As we move from the COVID fog, CAMM administration is working to establish superior methods to overcome communication hurdles to complete our national business. The conversations have transitioned to face-to-face electronic means to strengthen our endeavors. We are working to improve and increase operations to enable CAMM to make a strong impact and be a leading advocate for the Merchant Marine. Our areas of concentration are increasing membership, improving conversations between local and national stakeholders, and increasing engagement with national and international policy makers. We intend to make CAMM's viewpoints and positions a go-to source for knowledge to be used by mariners locally, nationally, and internationally.

Our membership is holding in number. Our aging mariners are becoming less active, and our newer members need more mentoring. This is not new but becoming more noticeable. CAMM Board is encouraging every older member to engage with newer members and mentor them on the value of staying connected with all aspects of the maritime industry. We have a unique industry which combines Hawsepipers with Academy graduates which in turn enables maritime to enact the best outcome of best practices. Keep in mind that best practices comprise the best ways to handle workplace tasks and properly implementing them can improve efficiency.

The President will be posting essential opportunities for CAMM to engage in maritime discussions and consultations for regulations and policies through CAMM Local Chapter and BOG members. CAMM National is requesting that important maritime information be disseminated to local chapters and

members to keep CAMM active from top to bottom the Merchant Marine Personnel Advisory Committee (NMERPAC) and other federal advisory meetings. The value added from attending will increase interest in our organization and encourage membership growth. A great place to get maritime announcements is U. S. Coast Guard for the National Maritime Center Announcements: [https://www.dco.uscg.mil/national\\_maritime\\_center/](https://www.dco.uscg.mil/national_maritime_center/)

CAMM is a collective voice to support and strengthen the United States Merchant Marine. The BOG wants to know what local chapters are doing to support best practice in maritime operations that are directly impacting mariners. Local chapters should be well versed in our mission and positions. Please review our Mission and Positions at <http://mastermariner.org/>. Visiting our website will provide you with valuable information. We will also be posting information on our upcoming AGM/PDC in Seattle!

A reminder as we close out 2022, dues for next year are now due. Please pay your 2023 dues to keep our coffers afloat. Electronic request to pay dues in have been emailed to members. If you did not receive the email, it may be because it went to junk mail, we may have the wrong email, you are out to sea, or your preference is not electronic. Do not fret, I will soon be sending out a follow-up snail mail update on where you stand with your dues soon. In this packet you will also receive raffle tickets and initial Save the Date/Registration for the AGM/PDC.

I would like to close with we are in good standing with our funds. The funds continue to support the creation of our *Sidelights* Magazine, travel for CAMM officers, marketing, and daily operations. *Sidelights* Magazines will endeavor to bring you upcoming CAMM/maritime highlights - Seattle AGM/PDC, Sail-In to Congress in DC, and communications with BOG for national events. 🍷

Have a wonderful New Year,

*Augusta D. Roth*  
Captain Augusta D. Roth

uncertain what the "continuity" document would constitute. I decided to include my certificate for Train-the-Trainer recent sea time discharges.

Normally, I would have made an appointment to deliver my application to the Regional Exam Center, but I decided I had nothing to lose emailing the forms as directed in NMC website (which is preferred.) I subsequently received a series of emails from the NMC confirming receipt and processing.


There was no additional communication for about a month. Just as I began to wonder if I should call the NMC, I received an email reporting that my application had been screened and was about to be examined. Two days later my application for continuity was reported approved and subsequent emails informed me my continuity document was in the mail. On July 26 the document arrived in my USPS mailbox - total processing time for application preparation start to finish was about eight weeks.

The document is a version of our old license, with the engraving of the meeting tanker, passenger ship and tug (steam of course), but without an issue number. The document declares:

- Merchant Mariner Document of Continuity
- This is to certify that \*\*\* Kevin Gregory Coulombe\*\*\* has been authorized to hold the following capacities and limitations for Continuity purposes only. Service under authority of this document is prohibited;
- Capacity: Master
- Limitations Applying (if any): Of self-propelled vessels not including sail or auxiliary sail of unlimited tonnage upon oceans.
- Capacity: Able Seaman- unlimited/ Lifeboatman."

A form letter stated, "Document of Continuity: This credential does not require a signature and has no expiration date. Service under

authority of this document is prohibited." I subsequently have received a follow-up email from the NMC asking me to complete a performance survey. I don't do performance surveys so if someone in the USCG reads this please inform the USCG Commandant (and Congress oversight) that the NMC did a creditable job for me.

I accept that this is the best outcome to culminate a career that began in 1976. There was no request for old credential red book to be surrendered - I will keep those to authenticate my new status. To my successors at sea: Fair winds and following seas- and keep it on the penciled voyage planning line. 

*What every sailor needs on the desk.*



## New Members and Changed Membership Status

### Welcome Aboard New Members!

**# 3582-RU Captain Jim C. Ensz**  
Master of the USNS Pililaa  
U.S. Marine Management, Inc.  
Resides in Mt. Juliet, TN  
Sponsored by Captain George Zeluff #2530-L

**# 3583-RP Captain Darrrell J. Plaisance**  
Pilot with New Orleans Baton Rouge  
Steamship Pilots Association  
Resides in Covington, LA  
Sponsored by Captain McCright #2753-S

**# 3584-AL Third Mate Amanda L. Hardin**  
Third Mate aboard the IAHTS Aiviq  
(Icebreaking Anchor Handling Tug Supply vessel)  
Edison Chouest Offshore  
Resides in Marion, Iowa  
Sponsored by Captain Eric Durrance # 3460-RU

**# 3585-RU Captain Paul Odell**  
Master MV Ocean Grand  
Crowley GSM – Seabulk  
Resides in Middletown, Rhode Island  
Sponsored by Captain George Zeluff #2530-L

**# 3586-AL Chief Mate Liam F. Bauman**  
Chief Mate MV Maj Richard Winters  
Sealift Inc.  
Resides in Perry Hall, Maryland  
Sponsored by Captain George Zeluff #2530-L

### Change of Status- Attained Life Membership

**# 2521-L Captain William A. Worth**  
Retired Regular Pilot  
Membership in CAMM since 1992  
Resides in Chelan, Washington

### Change of Status - From S16 to Regular Pilot

**#3423-RP Captain Andrew J. Manning**  
Humbolt Bar Pilots  
Resides in League City, Tex

~~Support your local sheriff!~~  
~~Support your local gunfighter!~~  
**Support Your Local Seafarers' Center!**



by Father  
 Sinclair Oubre  
 CAMM Chaplain  
 #3220-A

It has become popular to talk about sea blindness, the inability to recognize that there are seafarers, ships, and ports that make the quality of Miami, Jacksonville, or Tampa Just like sea blindness, our communities also suffer from a seafarers' center blindness. Local communities often fail to see the hard work and dedication



Members of the Port Arthur International Seafarers Center making Christmas bags for merchant sailors

of our life as wonderful as it is. As members of the Council of American Master Mariners know all too well, that Dell laptop computer was not flown to the local Best Buy. Neither was that Kia flown to your local dealership.

In 1993, I shipped out on an emergency cable repair job out of St. Thomas. Once I arrived at the C/S *Charles Brown*, I learned the story of this job. A week earlier, an undersea earthquake had buried the telephone cable from Jamaica to Panama. Known as the JAMPA cable, it carried the telephone traffic between the Caribbean and Central America. I was amazed by this as I figured that in 1993, most of our telecommunication took place via satellite. Thirty years later, most of our telecommunication and internet continues to be carried by cable, though these are now fiber optic. Sea blindness!

I have worked a number of Jones Act tankers, shipping refined products between Texas and Florida. In the numerous cross-Gulf transits, I was struck that if we did not do what we did:

- Cruise ships would not leave the dock
- Cars would not drive to Disney World
- Planes would not fly in and out

of people who respond to the Christological call: "For I was...a stranger and you welcomed me." Seafarers and the seafarers' centers that support them are essential to our quality of life. However, when the seafarers' centers request financial support, the response is usually NO. Some regular responses to my seafarers' center's request for help are:

- We only help programs for kids
- We only help people who live in our city
- We only help those who are homeless, veterans, immigrants, refugees

Even when we reach out to the shipping companies with our "voluntary seafarer welfare" bill, 75% respond through their agent as saying: "We don't pay seafarers' centers' tariffs." This response even comes from ships registered in countries that have signed the Maritime Labor Convention 2006, which obligates the support of seafarers' centers.

Between Thanksgiving 2022 and February 1, 2023, Ms. Louvenia Harding at the Port Arthur International Seafarers' Center, headed up our

Christmas bag program. She is the lead driver and coordinated the distribution 3,855 Christmas bags to visiting seafarers. As a U.S. ship Master told me, "When I was sailing 2nd mate, the captain came to bridge, and handed me a package, and said it was a gift from the seafarers' center for Christmas. It meant so much that someone remembered me." As leaders in the United States Merchant Marine, we get constant solicitations to help this group or that group. All are good, and perform important activities, but remember, always **SUPPORT YOUR LOCAL SEAFARERS' CENTER!**





# Council Reports

## Executive Vice-President

Captain Joe Hartnett #2193-RP  
[capthartnett@mastermariner.org](mailto:capthartnett@mastermariner.org)

With the sudden passing of Captain Manny Arosemena, I have been assisting CAMM's President and Secretary Treasurer in planning the Professional Development Conference (PDC) and Annual General Meeting (AGM). We have had considerable help from members of the Seattle Chapter, especially Captain Tuuli Messer-Bookman. Captain Messer-Bookman is the person most responsible for obtaining a stellar field of speakers for the PDC. Captains Lund, Moore and Subcleff have been instrumental in securing venues for our meetings, dinners, and outings. It is good to have a well-trained crew..

## Government Liaison VP

Captain Jeffery Cowan - #3070-RU  
[captcowan@mastermariner.org](mailto:captcowan@mastermariner.org)

I expect to be attending the Congressional Sail-In in Washington, D.C. in March and will report in the next issue of *Sidelights*. This is a worthwhile event for CAMM to be in attendance as we lobby and educate congress (both in the Senate and House of Representatives) about the U.S. Merchant Marine and its importance to our economy and national security.

## International Relations VP

Captain Alexandra Hagerty  
[capthagerty@mastermariner.org](mailto:capthagerty@mastermariner.org)

No report available.

## Positions VP

Captain Frank Zabrocky, #1964-RU  
[captzabrocky@mastermariner.org](mailto:captzabrocky@mastermariner.org)

No report for this issue. Will update after the AGM.

## Media VP

Captain RJ Klein, #1751 RU  
[captklein@mastermariner.org](mailto:captklein@mastermariner.org)

*Sidelights*: After our delay in publishing the last issue of *Sidelights*, we have made a quick turnaround for this issue and are nearly back to our posted release dates. Going forward, we have adjusted our submission and publishing dates to enable us to adhere to the schedule. The new dates are listed at the bottom right of page 5.

Captain Aaron Arabski has generously volunteered to take on the position of Advertising Manager for *Sidelights*. Anyone having leads or wanting more information can contact him at: [captarabski@mastermariner-us.org](mailto:captarabski@mastermariner-us.org)

### Website:

Chapter pages are being updated as I receive information from chapter Presidents and Secretaries. We continue to explore the possibilities of having CAMM information available on other media platforms. We need help in this area and welcome any suggestions as to how best to accomplish this task. Please contact us at [captklein@mastermariner.org](mailto:captklein@mastermariner.org) or [sidelights@mastermariner-us.org](mailto:sidelights@mastermariner-us.org)

## Membership VP

Captain George Zeluff, #2530-L  
[captzeluff@mastermariner.org](mailto:captzeluff@mastermariner.org)

Greetings from VP Membership!

Shipmates and Members, the last edition of *Sidelights* gave us a lot of subjects closing out the year 2022 and now it is time to plan ahead to attend the 2023 AGM/PDC in Seattle. Look elsewhere for coverage of this upcoming event and consider renewing acquaintances with shipmates and other members who pursue a living in the Maritime Industry. It will also be a time to think about someone you know who might be a candidate for CAMM membership. If possible, do it ahead of the conference so new members may attend.

Our Annual General Meeting (AGM) affects how we move into the future and the future of younger mariners. Be a part of the meeting; it gives you a say in how CAMM operates. Our Positions which are reviewed at every AGM may have an effect on you and the future of the industry. The amount of networking and learning from each other at these conferences is boundless and is great for cadets if they are able to attend. As Membership VP, I urge all to seriously consider attending our PDCs and AGMs whenever you have the time - especially this year! The Council is better served by more member participation. This applies to both Chapter and National meetings.

### Membership Activity and Recruiting

With Supply Chain issues affecting the industry, coming out of Covid protocols and financial struggles due to many reasons it has been a challenging year. We started 2022 with good membership numbers. However, we still have work to do to increase our membership numbers.

On a positive note, we have been gaining new members in all categories. These new members are encouraged to sponsor others to join CAMM. This is especially true if they know someone who can use mentoring. Therefore, I encourage all members, old and new, to recruit new members. When recruiting a potential new member you can expedite the process by furnishing them with an application form or have them go to the membership section of our website (<http://www.mastermariner.org/index.html#member>).

When sending names of prospective candidates, please ensure that you provide accurate contact information by including emails, phone numbers, and their mailing address. We are planning other strategies to attract new members to the Council. Local Chapter meetings continue to provide a forum where networking for membership can result. Any

suggestions on ways that we can encourage membership will be welcome. You can reach me at Captzeluff@mastermariner.org . Remember that service to others far outpaces service to self. Thanks to all for being part of CAMM.

## Events VP

*Position open*

## New York Metro Report

*Captain George Sandberg, #1919-RU*

*Chapter President*

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

## Baltimore/Washington Report

*Captain Joe Hartnett, #2193-RP*

*President*

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

## 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*

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

## 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*

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

## San Francisco Bay Area Report

*Captain Nicholas Lewis # 3034 RU*

*Chapter President*

The San Francisco Bay Area Chapter meetings are held regularly on the first Thursday of each month. Meetings are held at the Front Room at the Wharf Restaurant in Vallejo. Attitude Adjustment starts at 1130, lunch at 1200.

For updated meeting information please contact Captain Nick Lewis at: captlewis@mastermariner.org

The Chapter held its annual holiday meeting at the Front Room at the Wharf Restaurant in Vallejo on 1 December, 2023.

## Columbia River Report

*Captain Bill Good, #1924-RU*

*Chapter Secretary*

At the October and November meetings the chapter held elections for chapter officers with the following results: President - Paul Siracusa, Vice President - William Gould, Secretary/Treasurer - Bill Good (mrpobre@aol.com)

The Columbia River Chapter meets at 12 noon on the 2nd Friday of the month at Twigs Restaurant on Waterfront Way, Vancouver, WA.

Meeting dates are posted on our web page (<http://www.mastermariner.org/columbia-river.html>) and guests are welcome. Contact Captain Bill Good (Chapter Sec/Treas) at mrpobre@aol.com for more information

The Columbia River Chapter serves the Columbia River Ports and Oregon Coastal areas. We are a fraternal and

benevolent society, contributing to the wellbeing of its members both professionally and socially.

## Seattle PNW Report

*Captain Doug Subcleff, #2329-RU*

*Chapter Secretary*

The Seattle Chapter now meets monthly at the Seattle Yacht Club. The club is located on the Northern shore of Montlake at 1807 E. Hamlin St., Seattle WA. Captain Tuuli Messer-Bookman facilitated the move, and it is the perfect nautical setting for our meetings. Meetings are held the second Thursday of each month starting at 1130 – often with a guest speaker. Contact Chapter Treasurer Captain Don Moore at captmoore@mastermariner-us.org for meeting details.

## October - Recognition Day Luncheon

While we have held in person meetings since January (2022), our October meeting had the feeling of a return to normal-



CAPTAIN RJ KLEIN WITH MRS. LISA HUNZIKER AFTER OUR CAMM SEATTLE POSTHUMOUSLY HONORED HER HUSBAND, CAPTAIN CAL HUNZIKER

cy. The Recognition Day Luncheon was held on October 13, 2022.

This year, we honored Captain Cal Hunziker, who passed away in 2021. The sudden and unexpected passing of Captain Cal Hunziker affected not

*Continued next page >>>*

Council >>> Cont'd from previous page

only his family, friends, and all of us at CAMM, but also the international maritime world. We were able to coordinate with Mrs. Lisa Hunziker in order to present the award for Cal. Her presence at the Recognition Day luncheon, along with Puget Sound pilots and Captains who had worked with Cal, made this occasion memorable.

Lisa Hunziker graciously accepted the award plaque. The plaque read: "In recognition of his lifelong service, dedication, and support of the U.S. Merchant Marine. His distinguished career as a

Ship Captain and Puget Sound Pilot brought honor and prestige to the entire Maritime Community."

For the last 14 years, we have used this day to present a check for the Youth Maritime Training Association (YMTA) and to thank all of the sponsors and participants in our annual golf event.

The money, generated from the Bob Magee Memorial Golf event, is used by YMTA for scholarships and operating expenses. To date, the Seattle Chapter has raised over \$120,000 for YMTA.



CHAPTER PRESIDENT, CAPTAIN RJ KLEIN PRESENTS CHECK FOR \$9,000 TO FRANK IMMEL, PRESIDENT OF PUGET SOUND MARITIME. THIS IS IN KEEPING WITH CAMM'S MISSION STATEMENT WHICH SAYS IN PART, "WE ARE COMMITTED TO THE PROMOTION OF NAUTICAL EDUCATION..."

## Ride the Coho for Free



If you are planning on coming to Seattle for the AGM/PDC, think about visiting Victoria, CD Captain Jack Cox CAMM member and Chairman, Chief Executive Officer, & Co-Owner of Black Ball Ferry Line is offering a free round trip to CAMM members and their family on the MV Coho (auto booking not guaranteed). The ship runs twice daily between Port Angeles, WA and Victoria, CD. She departs Port Angeles at 0800 and 1400 and departs Victoria at 1030 and 1600. Plan a day trip or overnight and ride for free.



# Mr. Robert Weagant, WWII Merchant Marine Veteran Receives the Convoy Cup Award

At the 2022 AGM/PDC Closing Dinner, a World War II Merchant Marine Veteran, Mr. Robert Weagant was presented with the Convoy Cup Medallion and Diploma. Captain Chris Edyvean and Ms. Shelia Sovo presented the award on behalf of the AMMV (American Merchant Marine Veterans). Captain Edyvean began presentation by thanking CAMM and introducing Ms. Sheila Sovo, Vice-President of the AMMV and attending members from the local chapter of the AMMV. Captain Edyvean stated that Mr. Weagant was active in persuading congress to award a Congressional Gold Metal to Merchant Marine Veterans of World War II.

The Convoy Cup Award is a international award given by the Convoy Cup Foundation (Nova Scotia) in conjunction with their sister foundation in Risor, Norway. It recognizes the historical contribution of the port of Halifax to the convoy lifeline to Europe during World War II, and it perpetuates the memory of the courageous men and women of the merchant marine, navy and air force. For Merchant Mariners to be eligible they must have served on a ship that was attacked during World War II and the recipient must be nominated and vetted.

Mr. Weagant was aboard the Liberty SS F. A. C. Muhlenberg, which was at Napoli (Naples) during Operation Shingle (the Allied landings at Anzio, Italy). In defense of the landings, the German air force attacked allied shipping. One airplane made a hit on the SS F. A. C. Muhlenberg on January 25, 1944. Fires started amidships and would have been disastrous if it had reached the cargo of ammunition and gasoline. The ship was badly damaged, but her cargo was saved. Tragically, six of her officers and one of the Armed Guard crew had been killed.

After accepting the award, Mr. Weagant elaborated on the attack on the SS F. A. C. Muhlenberg. He stated that the bomb exploded in the Officers' quarters killing six. Mr. Weagant had recently talked to



*Mr. Robert Weagant receives the Convoy Medallion and Diploma at CAMM's 2022 Closing Dinner.*

the daughter of one the men killed. She had contacted Mr. Weagant by responding to an ad in the AMMV newsletter. The woman was an infant at the time of her father's death and her mother had remarried, never talking about her father. She was grateful to Mr. Weagant for sharing his experience with her father and giving her some insight into who her father was.

Mr. Weagant noted that the crew was

able to make sufficient repairs which enabled the ship to return to New York for permanent repairs. He then gave everyone a history lesson, as he informed those in attendance that his ship was named after the first Speaker of the House Frederick Augustus Conrad Muhlenberg, elected in 1793. ⚓

# CROSSED THE FINAL BAR

## **CAPTAIN MANUEL H. (MANNY) AROSEMENA, #3028-RU**

Captain Arosemena passed at his home in Palm Harbor, Florida, on January 25, 2023, at age 64. He was born September 15, 1958 in Washington, D.C., and raised in the Republic of Panama.

A 1981 graduate of the U.S. Merchant Marine Academy, Captain Arosemena sailed on tankers, general cargo ships, container ships and sulfur tankers. He raised his license to Unlimited Master and sailed as Master with Waterman Steamship Company. His last command was *M/V Maersk California* which was operated by Waterman Steamship Company.

In 2010, Captain Arosemena retired from the sea and became active in the CAMM's Tampa Bay Chapter. He served as the Secretary/ Treasurer of the Tampa Bay Chapter. In 2019, he became the Event Vice-President for CAMM and led the planning for their annual meetings.

At the time of his death Captain Arosemena was raising his two grandchildren and was active in his grandson's Little League as well as school activities for both grandchildren. He was a good friend to those who knew him and will be missed by his family, friends and shipmates. His passing has left a significant void in the Maritime industry.



## **CAPTAIN DONALD P. GARRIDO, #3318**

CAMM just recently learned of the passing of Captain Donald Prieto Garrido (USNR) who passed away on November 21, 2021, at the age of 94. Captain Garrido was born in New Orleans, Louisiana, on October 16, 1927, to Velma (Prieto) Garrido and Salvador Garrido.

He began his sea bound career as a Merchant Marine at the age of 15 aboard the *S.S. War Admiral* and served during World War II and the Korean War. In 1947, Captain Garrido obtained an original Third Mates License at New Orleans, LA. He later joined the U.S. Navy where he rose to the rank of Captain. He was awarded the Navy Meritorious Civilian Service Award for his participation in the rescue of the Italian Ship *S.S. Tripolitania*. During his time in the Navy, Captain Garrido qualified to command Nuclear Trident Submarines.

After the Navy, Captain Garrido sailed with Military Sealift Command from 1960-1962. In 1962, a job opportunity led him to the Republic of Panama where he worked as a Panama Canal Pilot for the next 32 years. Before his retirement in 1994, he held the position of Chief Pilot with the Panama Canal Commission. He called Panama home for most of his life before moving to San Antonio, TX after retirement.

Captain Garrido served as the Chairman of the Crippled and Burned Children's Committee for Central and South America. He helped coordinate burn treatment and prosthetics care in Texas for hundreds of children from impoverished areas. Captain Garrido was a graduate of Florida State University and was a longtime Mason.

Captain Garrido and his wife, Lydia enjoyed traveling, family time, and good friends. He is survived by his wife Lydia Garrido, children Darnella Behrens (Jürgen), Kira Fischer (Hans Peter), Lydia Robledo (Victor), and Ronald Garrido (Elizabeth), nine grandchildren, and three great-grandchildren.



## **CAPTAIN JOSEPH ZIGMUND GREMELSBACKER, # 2540**

Captain Joseph Zigmund Gremelsbacker died on October 3, 2022 in Hollywood, FL after an eight-year battle with cancer. A native of New York, he was born October 12, 1953.

A member of CAMM for 30 years, Captain Gremelsbacker began his seagoing career as an unlicensed seaman. In 1984, he joined AMO (American Maritime Officers) as a third mate on the Sealift bulker *Bravado*. During his sailing career Captain Gremelsbacker worked aboard several vessels - including the USNS *Williams*, *S/S Wright*, *USNS Bobo*, and *USNS Lopez* - in varying capacities, culminating in Master.

Captain Gremelsbacker came ashore in October 1992 to work for the union and in 1995, he was elected to the AMO Executive Board. In 2001, he was elected AMO National Vice President, Deep Sea - a post to which he was consistently re-elected until stepping down in 2021. As Deep-Sea Vice President, Captain Gremelsbacker protected and promoted the professional and personal interests of AMO members and earned a reputation as an honest, dedicated advocate for members.

In his memory, the membership meeting hall at AMO headquarters will be named for Captain Gremelsbacker in an official





ceremony and reception on March 22, 2023. Remembering Captain Gremelsbacker, AMO National President Paul Doell stated. “We offer our deepest condolences and our assurance that Joe will not be forgotten in our union or in our industry.” Captain Gremelsbacker is survived by his daughter, Morgan; sister, Marie Zabielski, and nephew, John Zabielski.

### **CAPTAIN ROBERT ARTHUR (“BOB”) MOSS, #1743**

Captain Robert Arthur Moss passed away on July 24, 2022, at his residence in Anacortes, WA. He was 95. It was a gentle passing, surrounded by loved ones. He was born in Oakland, CA in 1926 to Horace White Moss and Irene (Munn) Moss.

Captain Moss enlisted as a seaman in the United States Coast Guard in 1944 and served in the South Pacific at the end of World War II. He later attended the United States Coast Guard Academy, graduating in 1951. During his 31 years in the Coast Guard, he served on 10 USCG vessels, including the barque *Eagle*. As CO of a cutter in Vietnam, he earned a Bronze Medal. Captain Moss also commanded an icebreaker in Arctic and Antarctic waters before retiring from the USCG in 1975.

After leaving the USCG, Captain Moss earned an Unlimited Master’s License and became a Puget Sound pilot. In the subsequent 11 years he piloted over 2,100 ships through the waters of the Salish Sea (western Washington).

Captain Moss’ life nearly ended in 1952 when he suffered a ruptured appendix while at sea. Treatment was delayed until he reached port where an emergency appendectomy was performed in Corpus Christi, TX. That is when he met Liz (Elizabeth Wolchick), a US Navy nurse. Their 63 years of marriage was a source of joy throughout his life.

He enjoyed sailing, camping, traveling, duck hunting, writing, painting & playing bagpipes. A member of CAMM, Captain Moss joined the Seattle Chapter in 1980. His signature walking sticks—hand-whittled on self-harvested sticks, personalized with symbols and quotes - are treasures to those lucky to have been gifted one.

Captain Moss is survived by his three daughters, Susan Blenk, Ley (Karl) Schleich and Nan Maysen; grandchildren Andrea May, Jenny Bingham-Blenk, Carlyn Harris, Rob Blenk, Valerie Schleich, and Cori Schleich. He enjoyed being a grandfather and on his 94th birthday became a great-grandfather. Those inclined may consider donating to The Foundation for Coast Guard History [www.fcgh.org](http://www.fcgh.org) or the California Waterfowl Association [www.calwaterfowl.org](http://www.calwaterfowl.org).



### **CAPTAIN GEORG PEDERSEN, #2573**

Captain Georg Pedersen passed away on November 21, 2022. Born January 23, 1934 in Rodvig, Denmark. He was 86.

Captain Pedersen began his maritime career in 1948 sailing on Danish flag ships. In his words “We all have a story to tell. Mine is a sea story that started in 1948 when no further education was available to me. My father gave me two choices: stay home and fish or ship out.” Captain Pedersen shipped out.

He became a U.S. citizen in 1961 and joined the MM&P in 1962. He began sailing with Sea-Land Services and in 1978 was Chief Mate on one of the world’s first containerships (SS *Gateway City*) when they rescued 51 Vietnamese refugees adrift in the South China Sea. He was promoted to Master.

A Celebration of Life was held for Captain Pedersen January 15, 2023 at the National Nordic Museum Ballard, WA. In attendance were a number of CAMM Seattle members including MM&P President, Captain Don Marcus. Mr. Anh Truong was a special guest for the celebration. He told the story of how Captain Pedersen, as Chief Mate on the SS *Gateway City*, played an important role in the rescue of the 51 men, women, and children who were drifting helplessly in the South China Sea. Anh Truong was four-years-old at the time, and one of the people rescued. Mr. Truong still remembers being rescued and that it was Captain Pedersen who came down the ladder to help him aboard. Years later, this story, and more are in Georg’s book: *My 48 Years at Sea, From Deck Boy in Denmark to Captain in America*.

Per Nina’s request, any donations, in lieu of flowers, could be made to CAMM, for the specific purpose of supporting our annual support of the Youth Maritime Training Activities at Puget Sound Maritime.





## Same Crime, Different Penalty: Uneven Vetting for Mariner Licensing

*For U.S. mariners, a criminal charge may or may not affect credentialing and ability to work at sea, depending on timing*



By Captain Tuuli Messer-Bookman, #3293-S

The date of a criminal conviction can have significant impact on a mariner's credential application and renewal process. The same conviction,

happening at different times during the five-year Merchant Mariner Credential (MMC) renewal window, can result in dramatically different outcomes for the mariner, including no impact at all. Employers cannot rely on the USCG renewal process to identify mariners with criminal convictions.

Criminal convictions are evaluated using the USCG recommended "assessment periods", which are based on the age of a conviction. Assessment periods are found in 46 CFR §10.211 for crimes and 46 CFR §10.213 for vehicular convictions, such as DUI or reckless driving.

### According to the CFRs:

If an application is submitted from the date of conviction but before the minimum assessment period, then the applicant will have to submit proof of suitability to the satisfaction of the NMC. (The NMC's FAQ: Safety and Suitability Evaluation document of 7/7/2017, available on NMC's website, states that "an assessment period is the time frame during which the Coast Guard will not process your application for a credential." This directly contradicts the language in 46 CFR §§10.211 and 10.213.) An assessment period defines three windows of time.

- 1) If the submission happens between the minimum and maximum assessment periods, then unless there are "offsetting factors", the application should be approved and the credential issued.
- 2) If the application is submitted after the maximum assessment period, the credential will be issued, unless the NMC finds the applicant unsuitable for some other reason. For example, a single, first vehicular conviction (DUI, reckless driving, racing on the highways, etc.) has an assessment window of 1-3 years. From the date of conviction to one year after conviction, the applicant will have to prove he or she is "safe and suitable" by paying fines, completing rehabilitation classes, public service, etc.
- 3) If the application is submitted between 1-3 years from the date of conviction, the credential will be issued unless there are "offsetting factors." But if the conviction is older than three years, according to the NMC website, "[t]he Coast Guard will consider offenses such as operating a motor vehicle while under the influence of alcohol or drugs or reckless driving conviction only within the last three years, unless the applicant's driver's license is currently under suspension or revocation." 46 CFR §10.213 specifically states the USCG will not consider National Driver Registry-listed civil convictions that are more than three years old from the date of request unless that information relates to a current suspension or revocation of the applicant's license to operate a motor vehicle. In some states, not paying child support can lead to suspension of one's driver's license, which would then impact the mariner's eligi-

bility to hold a credential.

The inequity is that the same offense has different impacts depending on when the conviction happened and the MMC application or renewal date.

Since credentials are good for five years, if a mariner gets a DUI in year one of holding the credential, by the time it needs to be renewed, the mariner would have to do nothing other than disclose the conviction, since it is past the three year assessment window. A mariner getting the same DUI in year four of his credential window would have to prove rehabilitation and jump through additional hoops to renew their credential. The timing of the conviction vis-a-vis the renewal date changes how the mariner is handled by the NMC, and thus changes his or her eligibility to hold a credential and work.

### No Requirement to Self-Report Before Renewal of MMC

There is no requirement for a mariner to self-report if convicted of a DUI or serious drug crime.

However, since 2007 a mariner must surrender his or her TWIC within 24 hours if a mariner is wanted, under indictment or complaint, convicted or found not guilty by reason of insanity, in a civilian or military jurisdiction, for a "disqualifying criminal offense" identified in 49 CFR §1572.103. Disqualifying offenses include murder, espionage, explosives crimes, etc. The author is skeptical such crimes would be self-reported.

One mariner spent seven months in prison on a dangerous drug conviction. His employer (a ferry system) thought he was "on a break", and there was no lapse in his MMC because he was out of jail, cleaned up his mess and was back at work long before he had to renew his MMC.



Had the same conviction happened closer to this mariner's MMC renewal date, it would have fallen into an assessment window and the MMC renewal may have been denied or delayed, and the employer would have known something was amiss.

### The MMC Can be Pulled Even Without a Conviction

If a mariner is ineligible to hold a TWIC, he or she is ineligible to hold an MMC (46 CFR §§10.101 and 10.235(h)). The TSA, which issues the TWIC card, does an automated daily sweep amongst all TWIC holders looking for specific felony charges (these are indictments where a mariner has been accused but not yet found guilty). TSA follows 49 CFR §1572.103(c) which states "an applicant who is wanted, or under indictment in any civilian or military jurisdiction for a felony listed in this section, is disqualified until the want or warrant is released or the indictment is dismissed."

As an example, a mariner was driving home from a camping trip in California, made an illegal lane change and got pulled over. The officer said he "smelled pot" and asked the mariner to get out of his vehicle. Upon searching the vehicle, the officer found an assault-style rifle and a short barreled rifle, both of which are illegal in California (as defined by the state law). He was given a field sobriety test and ultimately had his blood tested for THC. He was charged with possession of an assault rifle and manufacturing a short barreled rifle (both felonies in California), and DUI (marijuana). He was charged, but not convicted of anything.

Days later, he received a letter from TSA suspending his TWIC, citing the two gun related charges because they are "disqualifying criminal offenses" but not the DUI (because the DUI isn't a "disqualifying criminal offense"). He could not hold a TWIC until the matter was dismissed or reduced to a misdemeanor. The TWIC

suspension was followed immediately by a letter from the USCG Suspension and Revocation National Center of Expertise (S&R NCOE) suspending his MMC until he is "eligible to hold a TWIC." Additionally, he was required to deposit his MMC with the S&R NCOE, and perform other remedial actions.

The TSA applies state laws to determine federal TWIC and thus MMC eligibility. This results in mariners from different states having different standards of behavior and being treated differently by TSA and the USCG. Seven states and Washington DC have banned assault

no immediate impact to the TWIC or MMC. Same Crime, Different Penalty!

### Summary

The current vetting system for criminal behavior is a mess. The same crime, or even simply an accusation, can either result in nothing happening or immediate loss/suspension of the MMC, depending on the timing and location of the behavior. This patchwork approach results in unequal treatment of mariners, with some convicted criminals having no consequences, and some mariners who are charged (but not convicted) losing

their MMC immediately. Mariners who have been charged, but not convicted, can lose the ability to work for many months or years and defense costs can easily be in the tens of thousands of dollars. Timing and location of an unwanted behavior should not have such disparate consequences at the federal level. The current regulatory scheme should be refined into a more effective, reliable and equitable system.

Captain Messer-Bookman holds her USCG Unlimited Master's License, Oceans and is a Professor Emerita from California Maritime Academy. She authored the Master's Handbook on



weapons (with varying definitions) and six states and Washington DC have bans on short barreled rifles (with varying definitions). In this case the mariner ultimately had the charges reduced to misdemeanors and will be getting his TWIC and MMC back. However, this cost him about two years of not working and over \$12,000 in fines and legal fees to resolve. Had the exact same behavior above happened in, say Idaho, there would have been no weapons violations, the incident wouldn't pop on the daily TSA check, and there would have been

Ship's Business (3rd ed.) and Maritime Casualties: Causes and Consequences, both Cornell Maritime Press, and was a contributing author to the 2019 edition of The American Practical Navigator (Bowditch), as well as several articles for various publications. She is also a maritime expert witness and consultant and a (non-practicing) attorney. She currently teaches license preparation courses and volunteers as an instructor for the US Power Squadron. She lives with her husband and two bull terriers in Gig Harbor, WA.



# 2023 Annual General Meeting and Professional Development Conference

April 19-21 Seattle, WA

Sailing the Sea in 2023



**Our AGM/PDC welcomes sponsorships at many levels. The sponsorships not only support the conference but provide advertising for sponsor and participation opportunities for members. Feel free to promote the event since the maritime industry is changing fast. Sailing the Seas in 2023 is complicated, but the future is where we should focus on change. Knowing the facts, the routes to voice concerns, and opportunities to impact the changes is a starting point for our future!**

## Registration

- ↓ Registration forms enclosed for convenient return via mail.
- ↓ Make check payable to CAMM or scan to email and pay via Point & Pay at [www.mastermariner.org](http://www.mastermariner.org)

## Online registration and payment

- ↓ Pay by Check <https://form.jotform.com/CAMM1936/AGMPDCR>
- ↓ Pay by Credit Card <https://form.jotform.com/CAMM1936/camm-pdcagm-2023-cc>

## Sponsorships

- ↓ Sponsorships Available at various levels for Corporate and Individual levels.
- ↓ See enclosed list/form.
- ↓ Payments can be mailed with a check payable to CAMM or scan, email, and pay via Point & Pay at [www.mastermariner.org](http://www.mastermariner.org).

## Venue & Accommodations

- ↓ \$199.53 – All inclusive except parking
- ↓ Includes Continental Breakfast  
Silver Cloud Inn at  
Lake Union  
1150 Fairview Ave. N  
Seattle, WA 98109  
206-447-9500
- ↓ CAMM Link for Hotel <https://lakeunion.silvercloud.com/irmng/index.html?g=CAMM2023&o=CAMM23>

## Events Coordinator

- ↓ Captain RJ Klein ([captklein@mastermariner.org](mailto:captklein@mastermariner.org))
- ↓ Please CC Captains Gussie Roth ([caproth@mastermariner.org](mailto:caproth@mastermariner.org)) and
- ↓ Captain Tuuli Messer-Bookman ([captmesser.bookman@mastermariner.org](mailto:captmesser.bookman@mastermariner.org))

## Program Schedule

### Wednesday, April 19

Golf Outing – Jefferson Park GC  
Welcome Reception

### Thursday, April 20

CAMM Professional Development Conference  
Open to the Public – Speakers  
will be posted on Website  
Guest Outing – Local Attraction and Lunch  
Evening Social Event at the Seattle Yacht Club

### Friday, April 21

CAMM Annual General Meeting (Members)  
Guest Outing – Chihuly Glass,  
Lunch, Pike Place Market  
  
Closing Dinner  
Cash Raffle Drawing  
Keynote Speaker - Captain Patrick M. Hilbert





# THANK YOU!



THE COUNCIL OF AMERICAN MASTER MARINERS, INC.  
THANKS THOSE WHO MADE THIS EVENT POSSIBLE.

## GOLD



## BRONZE



Captain  
Joe O'Conner

## MASTER MARINERS



Captain Manny Aroseman



Captain Tuuli Messer Bookman

## CLOSING DINNER RECEPTION

In Memory of  
Captain Timothy Brown



MM&P Pilot Group  
Captain George Quick  
MM&P VP Pilot Group  
Captain Kip Carlson  
West Coast Representative  
Captain Tim Ferrie  
East Coast Representative  
Captain Kristi Taylor  
Gulf Coast Representative  
Captain John Traut  
At Large Representative



The Maritime Group -  
Captain Jack Cox



## LUNCHEONS / HOSPITALITY



## MEETING BREAKS



Captain Frank Zabrocky



Captain Douglas Hard

Captain George Zeluff - Z MAR Consulting

Bayshore Marine Consulting Captain Chris Begley

## CONTRIBUTORS

Captain Andrew Triandafilou  
Captain John Cox  
Captain Chris Edyvean

Captain Mike Michelson  
Captain Doug Subcleff  
Captain Frank Zabrocky



# Professional Development Conference Speaker Line-up



## Keynote Speaker

*Friday Evening April 21 at Daniel's Broiler Lake Union*

### **Captain Patrick M. Hilbert** **Sector Commander and Captain of the Port Coast Guard Sector Puget Sound**

Captain Hilbert serves as the Commander, Coast Guard Sector Puget Sound. He took command in August 2020 after serving as Chief of Prevention 17th Coast Guard District in Juneau, AK. He graduated from the U.S. Coast Guard Academy in 1995 and earned his a Master Degree in Chemical Engineering from the University of Colorado in 1997.

Captain Hilbert's previous operational tours include: Deputy Commander, Sector Juneau, Coast Guard Marine Inspector and the Assistant Port Safety and Security Branch Chief at Coast Guard Sector New York; First Lieutenant on USCGC *Reliance* where he conducted law enforcement boardings in Coast Guard's Atlantic Area.

He served a head of Delegation to the International Maritime Organization's Carriage of Cargoes and Containers Subcommittee and was the designated Federal Official for the Chemical Transportation Advisory Committee. As Chief of the International Security Department in Europe, Captain Hilbert monitored the implementation of the International Ship & Port Facility Security Code.

His personal awards include DHS Secretary's Award of Excellence and various personal accommodations. Captain Hilbert looks forward to enjoying the waters, the mountains and the people of Puget Sound region with his family while stationed in Seattle.



## Professional Development Conference Speakers

20 April 2023

*Sailing the Seas in 2023*

### **Captain Mark Grosshans, MSC FITA, AFNI** **Offshore Wind Projects and Jobs for Mariners**



Sailing for 43 years, of which 40 have been as Master in Command Captain Grosshans currently holds US & Australian licenses. Engaged in ocean towing, he has towed all types of vessels, all over the world. The tows include 1100-ft container ships, tankers, submarines, semi-submersibles drilling platforms, dredges, and crane barges. He is currently working on a US West Coast on an offshore wind farm project.

### **Captain Steve Browne, Dean, School of Maritime Transportation, CSU Maritime Academy** **The State of Maritime Education**



Captain Steve Browne is a licensed Master Mariner and a US Navy veteran with 8 years of active duty as a surface warfare officer. After transitioning to the US Merchant Marine, he worked on foreign-flagged passenger ships, becoming Master of the MV *Doulos*.

Since 2004, he has worked as a Professor of Marine Transportation at the California State University Maritime Academy and was recently appointed as Dean of the School of Maritime Transportation, Logistics and Management at Cal Maritime. A maritime legal consultant. A proud alumnus of Northwestern University, Captain Browne lives in Benicia, CA with his wife and daughter.

## James P. Spear, Lecturer SUNY

### Sailing Towards a Sustainable Future: Inclusion, Energy and the Environment in Shipping



James Spear lectures for the Marine Transportation Department at the State University of New York Maritime College at Fort Schuyler (SUNY). Since graduating from SUNY in 2011, he has primarily worked at the intersection of energy, shipping and the environment with Shell, ExxonMobil and Cheniere Energy.

A 6th generation seafarer, James sailed in both Jones Act and international-flag ves-

sels, including LNG, crude and clean product tankers.

Prior to joining SUNY Maritime, James' shore-side work included roles in marine assurance, commercial optimization and terminal operations. He is a recurring delegate to IMO's MEPC and the Board Secretary of the Navy League of the United States New York Council. At SUNY Maritime College, James primarily teaches courses in sustainability, marine tanker operations, commercial ship management and the newly-launched LNG courses. He also serves as the faculty lead for SUNY Maritime College's LNG Center of Excellence and as a faculty advisor to Maritime College LGBTQ+ Pride.

## Panel Discussion: Plight of International Mariners

### Jeff Engels, ITF West Coast



Jeff Engels started sailing in 1977 on a seagoing tug from Seattle to Alaska as an OS-Cook. He sailed for 20 more years before the mast on deep sea ships, ferries, and seagoing and harbor tugs. He shipped primarily with the Inland Boatmen's Union (IBU) Pacific Hall, and also with the SIU and SUP.

Elected Patrolman for the IBU in 1996, Mr. Engels served as the Regional Director for the IBU until taking his current position as the West Coast Coordinator for the International Transport Workers' Federation (ITF- [www.itfglobal.org](http://www.itfglobal.org)), Flag of Convenience (FOC) Campaign in 2004. The ITF represents seafarers from around the world and has a team of Inspectors on the West Coast. He hopes to retire in July of this year.

### Father Sinclair Oubre, J.C.L., AFNI



Fr. Sinclair is a priest of the Diocese of Beaumont, and a native of Port Arthur, TX. He is currently the Diocesan Director of the Stella Maris, Permanent Diaconate Formation Program Director, and Pastor of St. Francis of Assisi Parish in Orange, TX. He serves as the Executive Director and Port Chaplain

of the Port Arthur International Seafarers' Center.

Fr. Sinclair is a member of the U. S. Merchant Marine. He holds a merchant marine credential as AB-Limited, and a 100 ton near coastal master's license. In the summer of 2019, 2021, and 2022, he signed on the TS *Golden Bear* and TS *Kennedy* with the cadets of the Texas A&M Maritime Academy. While sailing with the cadets, he mentored them in deck maintenance skills and sea lore.

### Captain Marian Tudoran

#### Polar Navigation and Challenges in the Polar Region



After graduating from California Maritime Academy in 2015, Captain Marian Tudoran joined the University of Alaska's research vessel R/V *Sikuliaq*. A Polar Class (PC) 5 vessel, the R/V *Sikuliaq* is one of only a few U.S. flag PC research vessels. Captain Tudoran started work aboard the *Sikulianq* as an AB and advanced to Chief Mate.

From 2015 - 2021 he made seven voyages into the ice-bound waters of the Beaufort and Chukchi Seas conducting science operations and learning polar operations from some of the world's most highly arctic-experienced personalities.

Captain Tudoran has also served on the research vessels R/V *Ka'imikai-O-Kanaloa* and R/V Thomas G. Thompson. In 2022 he joined Woods Hole Oceanographic Institute's R/V *Atlantis* as Chief Mate, where he completed the required sea time to be issued an Unlimited Master's License with an Advance Polar Operations certificate.

### USCG Headquarters(via Zoom)

#### What Do Mariners Need to Know about SASH? How does the Federal Advisory Committee Act (FACA) affect mariners?



## Pilotage on the Great Lakes



*Captain Chris Edyvean, #3441-RP  
by CAMM Staff*



*CSL Laurentien, a Great Lakes self-discharging bulk carrier moving up the St. Clair River off Marine City, Michigan.*

PHOTO BY CHRIS LIGHT, LICENSED UNDER THE CREATIVE COMMONS ATTRIBUTION-SHARE ALIKE 4.0 INTERNATIONAL LICENSE.

Captain Chris Edyvean's presentation of what it takes to be a Master or Mate on a Laker (Lakers are defined as bulk ships that stay in the Great Lakes, with very few exceptions) was enlightening to CAMM members whose experience is predominately on ocean ships (Salties). Captain Edyvean, a member of the Western Great Lakes Pilot Association, began by giving an explanation of domestic pilotage for the Great Lakes. This pilotage is regulated by CFR 15.812 and requires that a licensed or certified pilot direct the navigation of U.S. or Canadian "lakers" engaged in trade solely on the Great Lakes. For Lakers, the USCG Certificate of Inspection (COI) on Lakers require a Master/First Class Pilot (FCP) and three (3) Deck Officers/FCP. This is why Captains and Mates on Lakers must have pilotage for the Great Lakes in addition to the required Deck Officers Licenses and their Merchant Marine Credentials. Interestingly, there are no STCW requirements on the GL.

### Path to a GL Pilot

The first step in obtaining pilotage on the GL is documentation of observation trips. Requirements call for 12 round trips on each lake. A trip from Duluth to

Thunder Bay and back on Lake Superior would not count as a round trip. To qualify for a round trip one must navigate the entire length of the lake in both directions. At least 25% of the trips must be night trips, and before taking the exam for a particular lake at least one round trip must have been made within the last six months preceding the application date. These requirements must be met for each lake and the connecting rivers. The documentation of trips is sent to the USCG National Maritime Center in Martinsburg, West Virginia for approval.

After the USCG has approved an application(s), the candidate must complete the pilot testing exam with 90% accuracy. There is an exam for each lake and the bodies of water that connects them. Thus, to have pilotage for the Great Lakes one would have to pass eight different pilotage exams – Lake Superior, Lake Michigan, Lake Huron, Lake Erie, Lake Ontario St. Clair River, Detroit River and St. Mary's River.

Each exam has three components: 1) Courses and Distances 2) Lights and Shoals 3) Local Knowledge. The first two components are drawn on a chart by the candidate. To complete pilotage for all the lakes and rivers, the candidate

must have memorized over 500 courses and distances and over 500 lights and buoys. For the multiple choice exam, the USCG takes the questions from the Coast Pilot, the Canadian Sailing Directions, the U.S. and Canadian Lights List, and the VTS manuals.

### Differences between Lakers and Salties (Ocean Ships)

With a one to ten beam to length ratio, Lakers have very good directional stability and back well. Lakers have bow thrusters, rarely use tug boats, and do not use shoreside linehandlers for docking and undocking. To handle the mooring lines, they use ship's sailors. The sailors are landed and retrieved from the pier using a landing boom. Concerning port operations, Captain Edyvean stated that Lakers "...are like a self contained unit where we do not need external help..." This makes sense as some smaller ships can make two, three or four ports a day and it would be nearly impossible to co-ordinate tugs, linehandlers, and long-shoreman (Lakers are equipped with conveyor booms to facilitate self unloading).

The term "Chief Mate" is not used on Lakers as there is not a Great Lakes Chief Mate license. This position is



A deckhand is lowered to the pier as the American Integrity prepares to enter the Poe Lock. On the Great Lakes the "line handlers" are supplied by the ship's crew.

(PHOTO: U.S. ARMY CORPS OF ENGINEERS PHOTO BY MICHELLE HILL)

filled by the First Mate. They perform the same duties as an ocean Chief Mate – responsible for deck maintenance, ship's stability and the load/unload planning. It is a demanding job as during a typical season a ship may make 40 to 50 trips and smaller ships can make up to 100 trips per season. Like Chief Mates, the First Mate is always short on sleep.

### Great Lakes Federal Pilotage

The Great Lakes Pilotage Act of 1960 was enacted after the St. Lawrence Seaway opened in 1959. By presidential proclamation waters lakes and rivers in this region were into "Designated Waters" (mainly the river system – Detroit, St. Clair, and St. Mary Rivers), and "Undesignated Waters." In Designated Waters, vessels engaged in foreign trade must have a federal pilot directing the navigation of the vessel. In Undesignated Waters, a pilot must be aboard and available to the Captain. Captain Edyvean emphasized that even in Undesignated Waters, federal pilots direct the navigation of the vessels, including docking and undocking.

Three pilotage districts were established on the Great Lakes. District 1 encompasses parts of the St. Lawrence Seaway and Lake Ontario; District 2

includes the Welland Cannel, Lake Erie, Detroit and St. Clair River; District 3, the largest district, is comprised of Lakes Superior, Michigan, Huron and the St. Mary River (Soo Locks).

Path to a Federal Pilot (Alex – photo 4 goes with this section) To become a Federal Pilot

ted and approved by the Director of Great Lakes Pilotage.

- Obtain an apprenticeship by a Great Lakes Pilots Association.
- Engage in a two to three year training program.
- Pass the Director's Exam
- Be voted in as a member of one of the Great Lakes Pilot's Association.

### Importance of the Jones Act

Captain Edyvean touched on the importance of the Jones Act. He said that not only does it protect U.S. Mariners' jobs but it also helps protect the environment. With 82,000 miles of coastline on the Great Lakes, there must be accountability and the Jones Act helps ensures that as the majority of the ships operating in the U.S. waters of the Great Lakes are American owned and manned by well trained U.S. Mariners.

Captain Chris Edyvean is a 30-year Merchant Marine. He is both a federal and domestic Great Lakes Pilot. Captain Edyvean began his career sailing on deck with the Sailor International Union on ocean and Great Lake ships. After 14 years with the SIU, he obtained a Mates (and then Master) license to sail on the Great Lakes. He then sailed as Mate and



The three Federal Pilotage Districts on the Great Lakes.

on the Great Lakes one must:

- Be a Great Lakes Deck Officer with First Class Pilots endorsements with appropriate sea service.
- Provide required paperwork to be vet-

Master with Grand River Navigation for 8 years. Captain Edyvean obtained his Federal Great Lakes Pilotage in 2014 at which time he became a member of the Western Great Lakes Pilot Association.

## Ice on the Great Lakes

*How it effects the Lake Shipping, the U.S. Economy and the Need for More Recourses*



LDCR Eric Peace  
by CAMM staff



*Yes we have ice on the Great Lakes and connecting waters. Above, the Presque Isle in the Poe Lock in 2020.*

PHOTO COURTESY OF THE U.S. ARMY CORPS OF ENGINEERS, DETROIT DISTRICT (WLUC)

Prior to retiring from the USCG and joining the Great Lakes Carrier Association, Lieutenant Commander Eric Peace worked at the USCG HQ in Washington, DC where he was engaged in securing funding from Congress for the acquisitions of polar icebreakers. Congress has recently (2022) committed to fully funding three new polar ice breakers. LTCRD Peace is now advocating for support for ice breakers on the Great Lakes

LTCRD Peace began his presentation by stating that ice on the Great Lakes is nothing like the ice seen in the Northeast, differentiating between ice in harbors on the East coast and ice in the Great Lakes. The water in coastal harbors is either brackish or salt, The water in the Great Lakes is fresh and when it freezes it “freezes hard” making it very difficult to move cargo during the ice season.

Ice will begin forming in mid-December on the northern lakes and their connecting channels. Significant ice begins to develop in the St. Mary’s

River (Soo Locks) area in December. There is a defined winter season on the Great Lakes where from January 15th to March 15th the Soo Locks are closed.

Prior to the winter shutdown the mills on the lower lakes (Michigan, Huron and Erie) stock pile needed ore coming from ports on Lake Superior. It is important to manage the ice in order to keep the waterways open during December and early January to insure the movement of cargo from Lake Superior to the lower lakes. This is critical to the U.S. economy as 20% of the float (cargo movement) is during this time period.

History of Icebrakes on the Great Lakes. (Alex - Photo Peace 2)

In 1979, there were 20 icebreakers on the Great Lakes between the U.S. and Canada. That was due a congressional directed program to try winter navigation through the entire ice season including the defined shut down periods. This was not sustainable and since 1979 the number of U.S. icebreak-

ing vessels has decreased significantly. On the East Coast (New Jersey to Maine) there are 25 ice capable vessels while there are only nine (9) on the Great Lakes despite the ice conditions being much greater on the Great Lakes.

### Failed Metrics

The USCG has a requirement to provide recourses (icebreakers) on the Great Lakes to keep ships moving during the ice season. When tasked with a requirement, the USCG (like all government agencies) allocates recourses according to their defined requirement. The USCG has redefined the requirement so that they could reduce their recourses. They redefined their performance metrics to only measure the success or failure of their mission (if vessels are stuck in ice) in four Tier 1 waterways on the Great Lake - the St Mary’s River (Soo Locks), Mackinaw Straits, Detroit and St Clair Rivers, and Pelee Passage (Canada). These are short sections compared to the navigable ship-





ping routes on the Great Lakes. Only if a vessel is stuck in one of these four waterways does the USCG report it as having impacted lake shipping. Thus, they are reporting to congress that they are 95% successful in keeping the Great Lakes navigation system open. (Alex - Photo Peace 3)

In addition, if a ship is stuck alone it does not count as a delay. Delays are only reported if a vessel has been stuck in one of the four waterways for more than 24 hours AND there is another vessel stuck behind the first ship. If one ship is stuck in ice for a month in the middle of Lake Erie it does not count as a delay.

### Economic Impact

An economic study by the Great Lakes Association over three winters determined that delays on the Great Lakes cost the U.S. economy over two billion dollars and 10,500 jobs.

Ice jams are another issue that impacts the economy and is impacted by lack of icebreakers. Ice jams in restricted waterways will cause rivers to backup and overflow their banks which can flood out entire communities. Ice jams can be managed by breaking up the ice with heavy icebreakers – if they are available. As an example, in 2021 an ice jam on the St. Clair River caused multi-week flooding. The jam could have been cleared by a heavy icebreaker, but the one lone heavy icebreaker on the Great Lakes (USCGC Mackinaw) was undergoing emergency repairs.

In the winter of 2013-2014 ice was so bad on the Great Lakes, that iron ore deliveries were down 20% in December and 37% in January. As an example during that time, a 24 hour trip across Lake Superior took 11 days. At one time during that winter there were multiple ships stuck in Whitefish Bay. (Alex - Photo Peace 4)

USCG claimed that the 2013-2014 ice season was an anomaly. However, even in a normal ice season, there are significant delays. During the last ice season (2020-2021), U.S.



*The Coast Guard Cutter Mackinaw, and the Canadian Coast Guard Ship Pierre Radisson, conduct an escort on Lake Superior near Whitefish Point April 3, 2014. Worked together they were able to break sheet ice nearly 40 inches thick.*

PHOTO U.S. COAST GUARD PHOTO COURTESY OF COAST GUARD AIR STATION TRAVERSE CITY



*The articulated tug Clyde S. VanEnkevort entering Duluth, MI in 2019.*

PHOTO BY SETH HONEMANN, FROM THE GREAT LAKES SEAWAY PARTNERSHIP 2019 PHOTO CONTEST.



*Two Lakers passing on Lake Superior during the ice season.*  
PHOTO GREAT LAKES CARRIERS ASSOCIATION

flag ships lost over 28 days of shipping due to being stuck in heavy ice.

Second Heavy Icebreaker on the Great Lakes Needed

With climate change creating more severe winters and more heavy ice, the USCG can no longer deny a need for a second heavy icebreaker on the Great Lakes. The latest USCGC Mackinaw, built in 2005 is the only U.S. heavy icebreaker on the lakes. She is 240' long with a beam of 58'. Lakers typically have a 100' beam. Thus, in heavy ice, the Mackinaw cannot create a channel wide enough for a Laker to follow.

### Answer

It is the responsibility of the USCG to keep our federal navigational waters open and safe. The shipowners are telling Congress that there is real need for more icebreaking vessels on the Great Lakes while the USCG is telling them they are 95% successful. Polar icebreakers are not the answer as the beam of the U.S. polar icebreakers exceeds the width of the Welland Canal and could not enter the Great Lakes. Other polar icebreakers carry too much draft to operate on the lakes.

The answer is to fix the performance measure and educate congress. Lately, both of these goals are being met. With persistent lobbying by the Lake Carriers Association and the passion LCDR Peace brings to the table, Congress and the USCG have recognized the need for a concise study of Great Lakes shipping needs. This includes the need for the USCG to adjust their performance metrics and Congress has authorized funding for a new heavy icebreaker for the Great Lakes (Great Lakes Inter Commerce Act). Unfortunately, it will take 10 years for completion of the icebreaker building project. Great Lakes Shippers wait. ⚓



by Captain Kevin  
Coulombe, #3221-RU



The containership *Ever Given* in Rotterdam, Netherlands, July 2021.

PHOTO BY KEES TORN AND LICENSED UNDER THE CREATIVE COMMONS ATTRIBUTION-SHARE ALIKE 2.0 GENERIC LICENSE.

## Revisiting the MV *Ever Given* and Suez Canal Grounding

As we near the second anniversary of the grounding of the *Ever Given* in the Suez Canal in March 2021, Captain Kevin Coulombe, who has extensive experience in navigating the Suez Canal shares his thoughts on the grounding, his insight on dealing with Suez Canal Authority, and what could be done in the future.

The MV *Ever Given* will be forever remembered for grounding in the Suez Canal and disrupting international commerce for weeks in the spring of 2021. The grounding can be attributed to a confluence of ship characteristics, the canal, weather and the Suez Canal Authority (SCA.) The SCA response and salvage were instructional. Owners and operators of ships transiting the canal will have to take both under advisement going forward.

For background, the author's first trip through the Suez Canal was in 1981 on board the SS *Long Beach*, at the time one of the largest containerships in the world and was owned and operated by Sea-Land. The *Long Beach*'s dimensions were - LOA 209m (686 ft), Beam 22m (71.6 ft) with a 500TEU capacity. I subsequently sailed as Master on board a 299 m x 40

m, (981 ft x 131 ft.) containership of 6600 TEU from 2009 to 2018 averaging three round trips through the canal a year. By comparison, the MV *Ever Given* is 400m x 59m and 20,000 TEU. (1312 ft x 194 ft.).

There is no debate that everything about the physical characteristics of the MV *Ever Given* are impressive: length overall, beam, tonnage, freeboard and capacity are beyond easy understanding for the lay person. The freeboard alone presents a sizeable sail area (the square footage above the waterline that is presented to prevailing winds) when there is a full cargo load of containers stacked on deck. The sail area of ships of this size and configuration have become so large that naval architects and engineers as well as the Master have to take it into account not only for ship handling characteristics but for fuel and voyage management.

The Suez Canal Authority codifies canal operations for customers in the Rules of Navigation - a 367+ page manual. The SCA Rules are the guide to the canal for the navigator. It is an essential part of the ship's navigation library. These Rules consist of 5 parts: I) Navigation, II)

Canal and Lakes, III) Communications and Signals, IV) Tonnage and Dues, and V) Vessels Carrying Dangerous Cargo. The Rules have 18 chapters, 133 articles, 6 appendices and tables in 4 parts.

In ordinary operations, transiting the Canal is fairly mundane. To the uninformed, the Rules can be subsumed by the SCA website, directions from the agent, popular navigational references (hard copy and digital), and directions as per company safety manual and policy. The Master communicates with the agent and SCA to arrange transit, the paperwork is prepared, and arrival and clearance proceedings are completed. Pilots are embarked, at anchor or underway. Ten or twelve hours later the transit is completed and normal sea routine is resumed (if there isn't a stop at the canal ports north or southbound.)

The pilots, both harbor and canal are competent and cordial, sometimes to a fault: the pilots nearly always extended to the ship's captain the privilege of taking a rest period below (an offer I never accepted.) In my experience, the Rules, in the normal routine, seemed to only



be used to gently prod the Master into the necessary compliances sought by the various canal officials. Whenever an official needed to push the Master over the edge, they just asked for the ships copy of the Rules of Navigation. When this happened, a search usually ensued and hopefully the most recent issue of the Rules are found. If the Rules are not located or it is an outdated edition the Master, not wishing to incur further distraction, delay or fines, would reluctantly comply with the canal official's request. This was the usual routine in the past, familiar to every Master who transited the canal.

There have been improvements to this routine with the professional maturation at the SCA. And there have been significant investments in infrastructure. Following a change in government, the SCA embarked on a parallel canal from Port Said to the Great Bitter Lake, a massive project that was completed in 2015. The new section of the canal permits two-way traffic in the canal to the north of the Great Bitter Lake, dispensing with the need for south bound ships to anchor in the Lake and cutting the transit time from 12 to 10 hours. However, the single channel to the south of the Great Bitter Lake remains. And while transiting north bound, it is in this single channel that the *Ever Given* grounded.

## The Grounding

For ships of the *Ever Given* class, factoring sail area in a tight maneuvering evolution such as the Suez Canal is essential. To make good a heading in a cross wind necessitates crabbing the ship to the prevailing wind. That crab requires room. The *Ever Given* has a 59-meter beam, the canal at kilometer marker 151, the point of grounding, is 137.5 meters wide (SCA 2015). With a ship's LOA of 400 meters, not much room remains to crab for leeway.

Whatever the cause, losing control of a 400m and 265,000-ton displacement ship in a narrow fairway can only have negative consequences. The Rules specify a transit speed of 14-16 km/hr (7-9 kts.) In the author's experience, typical canal speed of advance was 18 km/hr (10 knots.) The reported speed of the *Ever Given* at its time of grounding was in excess

of 18 km/hr. The only reason to exceed that speed, usually at the pilot's direction, is to close-up the gap between ships in the convoy or to deal with a ship handling challenge. There were reports of high winds or a storm at the time the *Ever Given* entered or began its transit of the canal. The added speed of advance may have been a ship handling tactic due to the high winds. Whatever the reason, the higher speed added to the kinetic energy of a ship under way and out of control. Burying the bulbous bow into the Sinai side of the canal was the inevitable consequence.

Ordinarily, a volume quietly collecting dust on a back shelf, in extraordinary circumstances, the Rules take on very serious significance. In the case of the *Ever Given* grounding, despite voyage data recorder (VDR) documentation indicating it was the pilot team that had lost control of the ship, the SCA Rules of Navigation are specific and assign responsibility as follows:

Part 1: Navigation, Generalities, Art 4, paragraph 7: Owners, mobilizers, charterers and/or operators find themselves responsible for any mistakes resulting from pilot's advice or arise by SCA personnel. That paragraph confers significant responsibility - the Rules go on to particulars:

Part 1: Navigation, Chapter IV, Accidents and Safety, Art.59 – Accidents, (3): When a vessel runs aground, Suez Canal Officials are alone empowered to order and direct all operations required to get the vessel afloat and if needed get the vessel unloaded and towed. Nevertheless, Masters remain responsible for all damages or accidents of any kind which may be the direct or indirect consequence of the grounding.

By the Rules, the Master of the *Ever Given* owned the grounding even though the pilots lost control.

The responsibility on the Master is



enormous, up to and including, harm, injury or death of SCA employees or contractors of the SCA engaged in attending

Continued next page >>>



*Suez Canal >>> Cont'd from page 29*

the vessel re-float or salvage operations. The financial losses and aftermath as a result of the grounding attribute enormous consequences to the Master and owners. And as the drama of the salvage of the *Ever Given* unfolded, the SCA took every advantage, demanding billions of dollars in compensation.

Given the importance of the Suez Canal to Egypt, global marine trade and the world economy (the Canal alone generated \$6.3 billion revenue in 2021 with 20,649 vessel transits -Associated Press, Jan 2, 2022) what assets and resources stand at the ready to protect the canal, to render assistance and salvage?

A close inspection of the Rules of Navigation Parts, Chapters, Sections and Articles and the SCA website find nothing at all. No discussion or part is devoted to emergency response or salvage, or even to ready emergency assets and plans. As per the Rules, prevention and mitigation are punitive and all responsibility falls to the Master, owners and operators without recourse.

## What should be done

Length-over-all, beam, free board, quantity of cargo on deck and sail area: the reality of the ultra large container ship is that size matters. Ships in excess of 200 meters must give consideration to all the physical and environmental factors pertaining to a transit of a narrow waterway such as the Suez Canal. Operators should come to an understanding with the SCA as to a Go-No-Go scenario prior to entering the canal so that the Master is not penalized for declining a transit for reasons of weather. Operators should also establish specific contingency and salvage plans within its safety management system and with the SCA. Operators may even consider forming a salvage consortium with the SCA to sidestep the more punitive aspects of the Rules.

The Suez Canal is an important international transportation corridor and



PHOTO FROM PANRAMIO, BY PAUL PANTO AND LICENSED UNDER THE CREATIVE COMMONS ATTRIBUTION-SHARE ALIKE 3.0 UNPORTED LICENSE.



20,000 TEU ships will be the standard in marine container transportation. The combination is a significant challenge for the Master. The Rules are incomplete as currently issued, lacking adequate guidance for accident mitigation, relying instead on punitive language to blame the Master. The SCA needs to step up to protect its interest and/or the operators need to work with the SCA to protect theirs.

*Captain Kevin G. Coulombe, Master USA, is a retired Member, Council of American Master Mariners*

*Editor's Note:*

*On March 23, 2021, the containership Ever Given had run aground in the Suez Canal blocking the canal for six days. The Ever Given had just entered the Suez*

*Canal northbound, when it was caught by high winds, which exceeded 40 kn (74 km/h; 46 mph). According to a New York Times article (7/17/2021) strong winds were the original cause given for the grounding by the Suez Canal Authority (SCA). The winds were a factor in throwing the ship off course but, according to the Times investigation, a series of commands by the Egyptian pilots appear to have made matters worse, causing the ship to ground and block the canal. By March 28th, at least 369 ships were queuing to pass through the canal significantly disrupting trade between Europe, Asia and the Middle East. Once again, the world became aware that 90% of everything is transported on ships - not airplanes.*

## Conning a Ship? Leave Your Cell Phone Alone!

On March 13, 2022, at approximately 1812 Eastern Standard Time, with a Maryland State Pilot at the con, the Hong Kong flagged containership *Ever Forward* departed Seagirt Marine Terminal in Baltimore, MD en route to Norfolk, VA. Built in 2020, the *Ever Forward* has a capacity of 11,850 TEUs, a LOA of 1096', and a 159' Beam.

The Pilot was on the bridge with the Master and the bridge team until approximately 1930, when the Master departed the bridge for dinner. After the change of the watch at 1950, the bridge team was comprised of the Pilot, the Third Officer, Deck Cadet, and an Able Bodied Seaman who was at the helm. At approximately 2017, the vessel passed its charted waypoint, which marked a turn to starboard to course 180° true. No order was given and the helmsman maintained course (161° true). At 2018, the Pilot recognized the error and ordered 15 degrees right rudder just before the vessel grounded outside the Craighill Channel, east of Lighted Buoy 16.

After the grounding, the Pilot and Master attempted to free the vessel using astern propulsion and bow thrusters. The attempts failed and the grounding was reported to the appropriate shoreside authorities. No mechanical issues or equipment failures contributed to the grounding.

The US Coast Guard (USCG) found that during the outbound transit, the Pilot was relying solely on his Portable Pilot Unit (PPU) to navigate the *Ever Forward*. He also made a series of five phone calls amounting to over 60 minutes of time during the transit. Just prior to the grounding, the



*View from the port quarter of Ever Forward, aground east of the Craighill Channel. On April 17, 2022 at approximately 0700, the Ever Forward was successfully pulled back into the channel and refloated, after dredging 206,280 cubic yards of material and the removal of 505 containers.*

PHOTO TAKEN APRIL 14, 2022 BY USCG.

Pilot exited the active navigation plot of his PPU to view a previous transit. Additionally, he sent two text messages and began drafting an email immediately before the grounding occurred.

Just prior to the grounding, and before he issued a helm order, the Pilot noticed that the bridge team seemed to be chattering more and moving about the bridge console. When the Third Officer then notified the Pilot that the PPU did not match the ship's Electronic Chart Display and Information System (ECDIS) the Pilot put away his phone and began to use the ship's ECDIS.

In their report on the ground (issued March 13, 2022), the USCG issued two Findings of Concern in which they recommended 1) That vessel owners and marine operators develop and implement effective policies outlining when the use of cell phones and other portable electronic devices is appropriate or prohibited... caution against the use of cellular devices and distracted operations... and emphasizes the additional dangers associated with fixation on electronic devices as well as over reliance on a singular piece of equipment while navigating or performing safety sensitive functions 2) That vessel owners and operators ensure and pro-

mote crew awareness of policies regarding the duties and obligations of officers on watch for the safety of the ship, even when a pilot is embarked. IMO Resolution A.960(23) highlights that efficient pilotage largely depends upon the effectiveness of communications and information exchange between the pilot, master, and bridge personnel regarding navigational procedures, local conditions, and ship's characteristics. The IMO advises that this information exchange should be a continuous process that is generally ongoing for the duration of the pilotage. The IMO further emphasizes that Masters and bridge officers have a duty to support the pilot and ensure that his or her actions are monitored at all times. It is essential that these procedures are not only reflected in the vessel's Safety Management System, but also regularly used and practiced during transits with pilots on board.

As a result of its investigation, the USCG determined the factors that contributed to this casualty included (1) failure to maintain situational awareness and attention while navigating, and (2) inadequate bridge resource management. In sailor terms, leave your cell phone in your stateroom, watch the pilot like a hawk, and look out the port hole!



# Secretary General's Report

## Compiled from Commodore Scorer's reports in IFSMA Newsletter (October 2022-January 2023)



Commodore  
Jim Scorer

IFSMA has managed to obtain affordable Legal Indemnity Insurance for its members. I am happy to advertise this product, and should there be sufficient interest, we may be able to make it available for

you need any clarification, please do not hesitate to contact us at IFSMA HQ. IMO has returned to face-to-face meetings in London, and we are beginning catching up on the backlog caused by the Covid Pandemic. Also, it was good to hear that finally crew changes are getting back to normal, but please do not hesitate to let us know if you are having any troubles in this area. In November, IFSMA was at the IMO for the Maritime Safety Committee Meeting and had a delegation of five representing IFSMA. The high point was the Working Group on Marine Autonomous Surface Ships which looked at the con-

tent for producing a regulatory code. We were fortunate that a syndicate of four from Nautilus International, the Norwegian Maritime Officers' Association, an individual member from India, and an eminent international maritime lawyer all volunteered to help and provide advice on this difficult topic. IFSMA has written papers on this during the Regulatory Scoping Study and one of them has been retained as an important piece of work going forward. IFSMA is recognized as the lead NGO (Non Government Organization) in this area, particularly on the role of the shipmaster. The Working Group is in its early

## RULE 13 OVERTAKING

**OVERTAKING VESSELS**

**ACTION TO BE TAKEN**

KEEP OUT OF THE WAY OF THE VESSEL BEING OVERTAKEN

**VESSEL BEING OVERTAKEN**

(a) Notwithstanding anything contained in the Rules of Part B, Sections I and II, any vessel overtaking any other shall keep out of the way of the vessel being overtaken.

(b) A vessel shall be deemed to be overtaking when coming up with another vessel from a direction more than 22.5 degrees abaft her beam, that is, in such a position with reference to the vessel she is overtaking, that at night she would be able to see only the stern light of that vessel, but neither of her sidelights.

(c) When a vessel is in any doubt as to whether she is overtaking another, she shall assume that this is the case and act accordingly.

(d) Any subsequent alteration of the bearing between the two vessels shall not make the overtaking vessel a crossing vessel within the meaning of these Rules or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.

GUIDANCE ON COLREGS

[britanniapandi.com/category/bsafe-posters](http://britanniapandi.com/category/bsafe-posters)

BRITANNIA P&I



stages, and I will keep you informed of the progress on this important issue which will affect all mariners in the future. We must get this right and not allow technology to run away and dictate the pace.

In 2018, I set up the Human Element Industry Group (HEIG) to encourage the IMO to think more about people working in the maritime industry no matter whether at sea or ashore. The CEO of The Nautical Institute took over the chairmanship of this group in 2019 as IFSMA did not have the resource to take on all the work required of this important group.


The HEIG has made significant progress on the issue of trying to reduce the number of deaths in enclosed spaces. Enclosed spaces exist on all sizes and types of ships and may not always be immediately obvious. Operating in these spaces can be extremely dangerous. Tragically, seafarers and dock workers continue to die while working in enclosed spaces onboard vessels due to the lack of understanding throughout the shipping industry of the risks to seafarers. The HEIG believes that

greater awareness, education, and innovation protect seafarers and dockworkers alike and prevent further incidents.

In 2021, The Nautical Institute partnered with INTERMANAGER, ImarEst, and members of the HEIG to launch a competition inviting participants to propose methods of preventing enclosed space incidents from occurring. IFSMA was delighted to be one of the co-sponsors of this competition which culminated in awards to winners on 31 October at the IMO. IFSMA congratulates all the winners of the Inaugural Enclosed Space Completion Awards ( the list of winners can be viewed at <https://mailchi.mp/nautinst.org/nautical-institute-news-march-12221989?e=bf7adbea1b#winners> ).

The Britannia P&I Club loss prevention team is to be thanked for the production of a new set of COLREGs posters, reiterating the principal parts of some of the rules in Part B of the COLREGs, Section II – Conduct of vessels in sight of one another. The posters illustrate scenarios in these rules and are aimed

at navigational watchkeepers. The posters are simple illustrations the required actions to be taken in order to comply with each COLREGs rule. Rules 13 Overtaking and 14 Head-On Situation are the first in the poster campaign. Readers may obtain hard copies of these excellent and most welcome posters by emailing: [britanniacommunications@tindallriley.com](mailto:britanniacommunications@tindallriley.com). Please state how many of each poster are required and where they should be delivered. The posters are also available to download on the Britannia website here: <https://britanniapandi.com/category/bsafe-posters/>

IFSMA's profile remains high on the international stage and where our thoughts and experience on seafarers' issue is sought. This was highlighted when I was invited by the Secretary General of IMO to a meeting with only two other NGOs to discuss how IMO can be better focused on Seafarer and Human Element issues. 

Fair winds and following seas,  
Secretary General, Commodore Jim  
Scorer FNI RN

## International Surface Water and Ocean Topography Satellite Launches

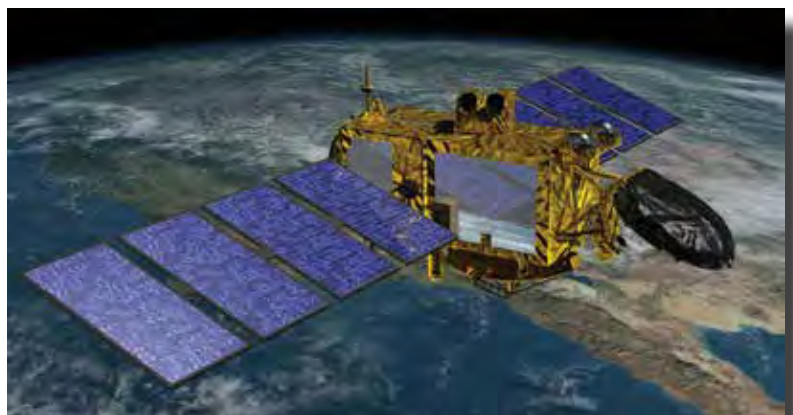
On 19 December the UK's National Oceanography Centre (NOC) reported that a UK-backed mission, which will observe huge swathes of ocean and surface water in unprecedented detail, has been launched into space. The international Surface Water and Ocean Topography (SWOT) satellite was launched from Vandenberg Space Center in California on 16 December, 2022. SWOT is a satellite jointly developed by NASA and the French space agency (CNES) in partnership with the Canadian Space Agency (CSA) and the UK Space Agency.

Designed to make the first-ever global survey of Earth's surface water, the SWOT satellite will collect detailed measurements of how water bodies on Earth change over time. From its low-Earth orbit,

the satellite will survey at least 90% of the globe, studying Earth's lakes, rivers, reservoirs, and ocean. It will observe the

planet's entire surface between 78 degrees south and 78 degrees north latitude at least once every 21 days, according to NASA's statement.

Most of the data will be collected by the Ka-band Radar Interferometer. It will shoot a pulse of radar off water's surface,



and the spacecraft's two antennae will receive the reflected return signal. The UK Space Agency provided UK technology company Honeywell with £12.2 million to develop KaRIn's Ka Band duplexer, which

*Continued page 37 >>>*

# Chief Officer Bo Xu Receives 2022 IMO Bravery Award

*IMO honors bravery at sea in annual Awards Ceremony 04 November 2022*



The 2022 IMO award for Exceptional Bravery at Sea was presented to Mr. Bo Xu, the Chief Officer of the tanker *Jian Qiao 502*. Mr. Bo Xu was honored during the annual IMO Award ceremony (2 November 2022) for his courage on the morning of 12 December 2021

when he selflessly jumped from his oil tanker into freezing seas to save two individuals clinging to a life raft.

Accepting his award from IMO Secretary-General Kitack Lim to a standing ovation, Chief Officer Xu described his ordeal in the freezing waters and high waves during his “race against death” to save the people in distress. He stated that, “The sea could be cold and merciless, but humans are not. As a seafarer, I will never hesitate to jump overboard to save people in danger. This award from IMO is not only an encouragement to me and my team, but also a recognition of China’s efforts in maritime SAR. In 2021 alone, China successfully rescued more than 13,000 people in distress at sea, which protected the happiness of tens of thousands of families.”

## Daring and Determined Rescue

Chief Officer Xu was nominated for the award by China and was recognized for his bravery when he acted spontaneously during a search for survivors from a sinking ship. On 12 December 2021, the cargo ship *Tian Feng 369* was caught in bad weather and heavy seas thirty miles northeast of Zhifu Bay in northern China.

The ship began to sink due to flooding. The tanker *Jian Qiao 502*, enroute to Port of Dongguan, immediately changed course to assist the vessel in distress.

Searching for survivors Chief Officer Bo Xu spotted two survivors on a drifting life raft which was filled with water. The *Jian Qiao 502* headed towards the raft, but the crew soon realized that the survivors were too weak to tie a rope securely around themselves. Without hesitating, Chief Officer Xu jumped into the freezing waters and battling high



waves and strong currents he swam hard towards the raft. After several attempts he reached the raft, hauled himself into the raft and secured the rescue ropes to both survivors. With the help of other crew members on board the *Jian Qiao 502*, they were successfully transferred to the deck of the tanker.

Back on board his ship, despite the fatigue and cold he was suffering, Chief Officer Xu promptly performed emergency resuscitation on both survivors. One of the rescued crew members passed away due to hypothermia but because of the heroic efforts of Chief Office Xu the other survived.

## Five Certificates of Commendation Awarded

The following certificates of

commendation were presented:

1. The crew of SAR helicopter Rescue Cyclone Victor, Flotilla 33F, Lanvéoc Naval Air Base, French Navy, nominated by France, for the rescue in severe weather conditions and heavy seas of the entire crew of the sailing vessel *Don Quijote*, which was badly damaged.

2. The crews of Indian Naval vessels INS *Kochi* and INS *Kolkata*, as well as those of tug/supply vessel *Greatship Ahalya*, for the rescue of 261 personnel (of which there were 18 casualties) on board the accommodation barge P-305, following its collision with an oil rig during cyclone Tauktae. The Master of the *Greatship Ahalya*, Captain Sushil Kumar Singh received his certificate and Commodore Sameer Sanjay Pote, Naval Attaché at the High Commission of India in London, received the certificates on behalf of the Indian Navy crews.

3. The crew of the fishing vessel *Fukuseki-maru* No.15, nominated by Japan, for the successful rescue of all 20 lives onboard the half sunken fishing vessel *Bandar Nelayan 188*. Mr. Riku Akiyama, from the Fisheries Department of the Fukuseki Maru company received the certificate on their behalf

4. Three crews of the Coast Guard Air Station Cape Cod, MA, United States Coast Guard; three crews of the 413 Transport and Rescue Squadron, Greenwood NS, Royal Canadian Air Force; and the crew of the CGCC Cape Roger, Canadian Coast Guard, nominated by the United States, for the international rescue operation of all 31 crew members of the fishing vessel *Atlantic Destiny*, which was on fire, unpowered, flooding and violently pitching and rolling. Commander Brian Kudrle, Petty Officer First Class Adam Niski and Petty Officer First

Class Phillip Morales received their certificate and received the certificates on behalf of their Canadian colleagues.

5. Aviation Survival Technician Second Class Juan Espinosa Gomez, Coast Guard Air Station Sitka, Alaska, United States Coast Guard, nominated by the United States, for the rescue of a mariner of the sailing vessel *Ananda*, amidst heavy seas and limited visibility caused by a powerful Alaskan storm. Petty Officer Second Class Juan Espinosa Gomez was at the ceremony to receive his certificate.



Chief Officer Xu, China, receives award for his bravery during a search for survivors from a sinking ship.

## Letters of Commendation

Letters of commendation have been sent to:

1. The crew of rescue helicopter B-7309, Beihai Rescue Bureau, nominated by China, for the search and rescue operation of five fishers of the capsized fishing vessel *Liao Zhuang Yu* 65558.
2. The crew of the fishing vessel *Zhe Yu Yu* 82085, nominated by China, for rescuing five surviving fishers of the sinking vessel *Shen Lian Cheng* 707.
3. Captain François Lebon, firefighter of the Hazardous Environment Intervention Group (GRIMP), Departmental Fire and Rescue Service of Reunion (SDIS 974), nominated by France, for his actions during the co-ordinated rescue of 11 crew members of the grounded tanker *Tresta Star*.
4. Captain Kakha Bezhanidze, Master of the M/T *Elan Vital*, nominated by Georgia, for the co-ordinated search and rescue operation of 10 survivors found in three separate life rafts after the sinking of the M/T *Suvari H*.
5. Aviation Survival Technician First Class Newsward K. Marfil, Coast Guard Air Station Barbers Point, Hawaii, United States Coast Guard, nominated by the United States, for the



Chief Officer Xu and crew rescuing survivors.

- rescue of two pilots forced to ditch their cargo aircraft into the Pacific Ocean.
6. Mr. Nguyen Van Hoa, Leader of the Anti-Drugs and Crime Team, Tan Thanh Border Guard Post, Provincial Border Guard Command of Binh Thuan, nominated by Viet Nam, for rescuing a swimmer swept away by fast-flowing currents.

## Seafarers' migrant rescues recognized

In recognition of the bravery, professionalism and compassion demonstrated by crews of merchant vessels in the rescue of migrants at sea around the world, IMO issued three special certificates of commendation.

1. Captain Alen Gospić and the crew of the LNG carrier *GasLog Glasgow*, nominated by Croatia, for the crucial role everyone on board played in rescuing and assisting 17 migrants from a sinking boat in the Yucatan Channel.
2. Captain Jonathan G.

Funa and the crew of the bulk carrier *Cape Taweelah*, nominated by the Philippines, for their vital role in rescuing and assisting 35 migrants from a sinking boat south of the Gran Canaria Island, in the Atlantic Ocean.

3. Captain Neil Circulado and the crew of the oil/chemical tanker *Hellas Revenger*, nominated by INTERTANKO, for their critical role in rescuing and assisting 200 migrants from a fishing boat in distress in the Ionian Sea.

The IMO Awards Ceremony also saw a special tribute paid to former Secretary-General William A O'Neil and the presentation of the International Maritime Prize for 2021 to Professor David Attard.

## About the IMO Award for Exceptional Bravery at Sea

This annual award was established in 2007 by IMO to provide international recognition for those who, at the risk of losing their own life, perform acts of exceptional bravery, displaying outstanding courage in attempting to save life at sea or in attempting to prevent or mitigate damage to the marine environment. Such acts of bravery may also involve extraordinary skills in very difficult conditions or any other display of outstanding courage.



# Dumping of Sewage Sludge at Sea Prohibited Worldwide

*IMO - October 2022*



The amendment to the London Protocol will remove sewage sludge from the list of permissible wastes which may be considered for dumping at sea. Parties to the treaties which regulate the dumping of wastes at sea have adopted an amendment to ensure that

and that it was already prohibited under many regional conventions, through domestic legislation, and that alternatives existed for the use of the sewage sludge. The Contracting Parties agreed that there was sufficient evidence and justification for amending Annex 1 of the London Protocol to remove sewage sludge from the list of permissible wastes. The proposal to amend the treaty was submitted by the Republic of Korea and Mexico.

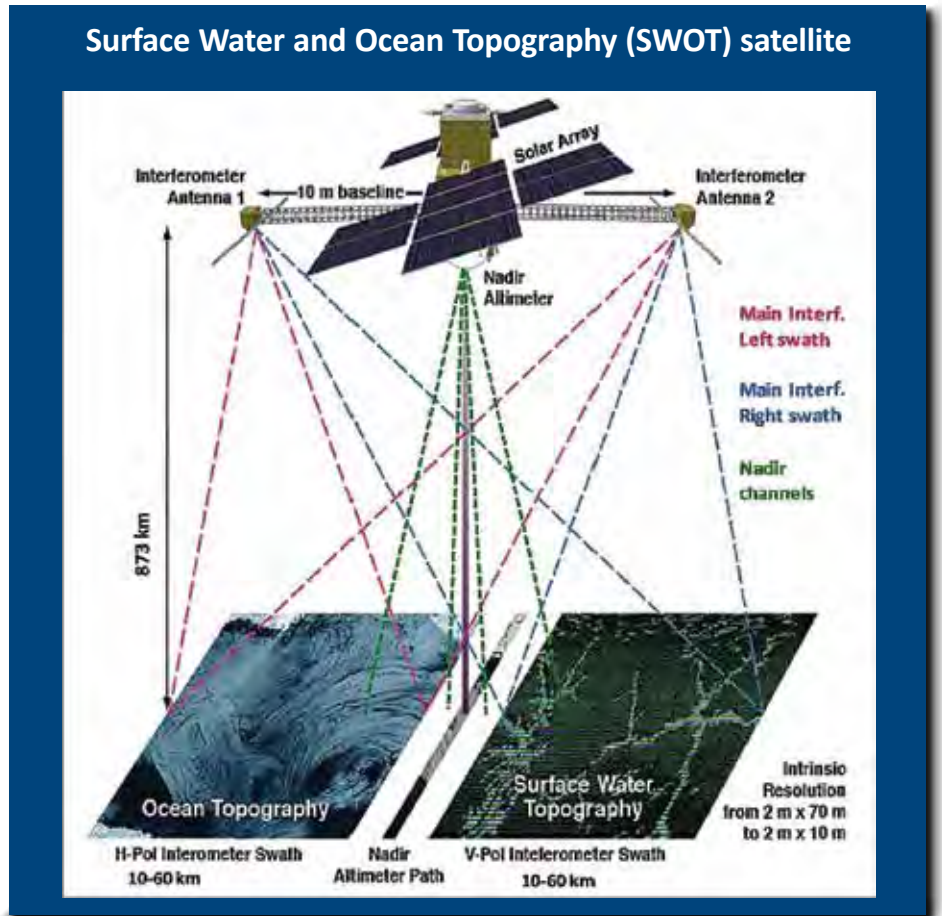
the dumping of sewage sludge at sea would be prohibited worldwide.

The amendment to the London Protocol will remove sewage sludge from the list of permissible wastes, that is wastes which may be considered for dumping at sea. The amendment was adopted by the 44th Consultative Meeting of Contracting Parties to the London Convention and the 17th Meeting of Contracting Parties to the London Protocol (LC 44/LP 17), which met at the international Maritime Organization (IMO) Headquarters from 3-7 October 2022. IMO is the Secretariat for both treaties. The amendment will enter into force for each Contracting Party immediately on notification of its acceptance, or 100 days after the date of the adoption if that is later.

Sewage sludge is a waste that has been considered for dumping at sea under both the London Convention and London Protocol. Decades ago, a substantial volumes of sewage sludge was permitted to be dumped at sea. However, the London Convention and Protocol parties previously commissioned a world-wide review of current practices of managing or dumping sewage sludge at sea. The last meeting concluded that the practice had declined considerably over recent decades

Under the London Protocol all dumping is prohibited, except for possibly accept-

able wastes on the so-called “reverse list” (Annex 1). The list of materials which may be considered for dumping at sea will now include: dredged material (the bulk of material given permits), fish wastes, inert, inorganic geological material, specific bulky items, vessels and platforms or other manmade structures at sea, organic material of natural origin, and carbon dioxide (CO<sub>2</sub>) streams from carbon dioxide capture processes.



routes vital radar signals around the satellite at a frequency never reached before.

## Oceans and Climate Change

The data collected will improve ocean circulation models, weather and climate predictions, and will aid in freshwater management around the world. SWOT measurements will also help researchers, policymakers, and resource managers better assess and plan for weather events, including floods and droughts. NASA believes the data will help scientists better understand the role oceans play in climate change, the effect of global warming on bodies of water, and how people can prepare for natural disasters. Katherine Calvin, NASA chief scientist and senior climate advisor stated that SWOT “will help us understand where water is, where it’s coming from, and where it’s going.”

## Fresh Water Too

The SWOT mission will provide is a significantly clearer picture of Earth’s freshwater bodies. SWOT will be able to observe more than 95% of Earth’s lakes larger than 15 acres (62,500 square meters) and rivers wider than 330 feet (100 meters) across. Currently, freshwater researchers have reliable measurements for only a few thousand lakes around the world. SWOT will push that number into the millions.

SWOT will also allow scientists to measure the water’s depth. Currently, satellite imagery captures the areas of lakes and rivers, but it’s been difficult to glean how much water is in them. The new satellite will provide particularly precise data. Daniel Esteban-Fernandez, an engineer with NASA’s Jet Propulsion Laboratory (JPL) who helped develop the interferometer, stated that “This instrument will be able to measure the height of water with centimeter accuracy.”

## Bristol Channel and Severn Estuary study

UK scientists are expected to support the international effort to assess and exploit SWOT data over areas with very high tidal ranges and fast currents. The



Artist's rendition, SWOT satellite above the Earth.

UK Agency will focus on SWOT data covering the Bristol Channel and Severn Estuary area on England’s West Coast. The SWOT-UK project is led by the National Oceanography Centre (NOC) with the University of Bristol and Bangor University. The Bristol Channel and Severn Estuary will be observed once a day during a three-month period (information from space on water level changes in this dynamic coastal environment.

Dr Graham Quartly, NCEO Remote Sensing Oceanographer at Plymouth Marine Laboratory, stated: “The mission will give us valuable insight into the flow of warm salty water within the Atlantic and improve our understanding of factors affecting sea level rise. This will help us improve models of predicted future changes, so that society can be better prepared.” The Marine Laboratory at Plymouth will also work with the Ocean University of China to analyze the data and identify and track eddies. They will look specifically at how the Mid Atlantic Ridge impacts their progression across the South Atlantic and how this affects the north-south transport of heat by the ocean.

## Revolutionizing Oceanography

According to NASA, SWOT will revolutionize oceanography by detecting ocean features with 10 times better resolution than present technologies. The higher resolution is required to distin-



SWOT satellite being loaded into nose of the space capsule

guish structures that occur on scales of 100 kilometers (62.1 miles) or shorter, where most of the ocean’s energy is mixed and transported. Such small-scale ocean features contribute to the ocean-atmosphere exchange of heat and carbon, major components in global climate change. Moreover, SWOT’s detailed information on ocean circulation will improve understanding of the ocean environment including motion of life-sustaining nutrients and harmful pollutants. ↴



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

# Join Forces with America's Master Mariners

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

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

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

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

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

## **CAMM builds partnerships**

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

## **Representation at IMO through IFSMA**

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

## **CAMM is on your side**

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

## **CAMM supports maritime education**

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

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

*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 Joe Hartnett, CAMM President, at the CAMM PDC-AMG in Great Lakes, IL 2022



Captain RJ Klein; Congressman John Geramendi; Captain Jeff Cowan, CAMM Government Liaison VP; Captain Joe Hartnett, CAMM 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: \_\_\_\_\_

# Council of American Master Mariners

