



Sidelights

April 2010

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AGM & PDC Preview

**Theme: International Piracy
Views & Positions**

**In the Industry:
Congressional Updates
NOAA ECDIS Warning
Who Owns the Seas?**



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.

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In This Issue



ON THE COVER

The lifeboat from the *MAERSK ALABAMA*. Capt. Phillips was held captive by suspected Somali pirates in the lifeboat for five days after a failed hijacking attempt off the Somali coast. Photo: US Navy.

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We welcome your articles, comments, illustrations and photographs. Please email or send your submissions to *Sidelights* Chair Capt. Tom Bradley at the above address. All submissions will be reviewed, but are not guaranteed to be published.

PUBLICATION DEADLINES

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

View From the Bridge

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President Captain Cal Hunziker comments on USCG proposals to reduce the requirements for Master and Chief Mate licenses as he reflects back on his own experiences.



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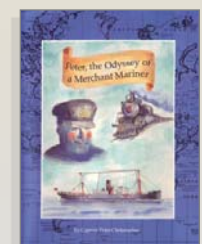
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view

from
the



Bridge

No amount of skill, no equipment, and no boat will keep you from disaster if you don't develop the most important seagoing skill of all, a complete fear of falling overboard.

— Lin and Larry Pardey



Captain Cal Hunziker
CAMM National
President

THE NEED TO BE EVER VIGILANT

I was reminded earlier this month of some of the shortfalls of being a small, mostly volunteer organization. We don't have extra funds to hire a lobbyist or even a reading service that combs the Congressional records and CFRs to keep us informed of what the regulators are trying to do to us now. We have to depend on other agencies and friends within the industry to catch these sometimes hidden changes to regulations.

When I returned from a vacation in Mexico, I found an e-mail from Paul Owen, assistant General Secretary of IFSMA, asking me to comment on the attached article from Capt. Tim Brown, the MM&P President. The article was a commentary on the proposed ruling by the Coast Guard to allow third and second officers with 36 months experience to bypass the chief mates examination and test directly for the Unlimited Masters exam.

I don't know if many of you remember back when you were second mate, but I don't think I was ready for command at that stage in my career. I needed to two

years experience as chief mate in learning to handle the crew, the cargo, and vessel. What the Coast Guard is attempting to do is equivalent to saying that an ensign or second lieutenant should bypass lieutenant, and lieutenant commander, and go straight to Commander or Captain within their service. Each of our professions have time tested steps in attaining advancement and job training within our respective industries. Many a good second mate made a lousy chief mate and an even worse Captain. The seasoning obtained sailing chief mate helped to fashion a new captain's perspective towards his sailors. The increased responsibilities also gave the chief mate and insight as to the overall responsibilities of the Captain. Crew supervision, cargo operations, and additional paperwork also enhanced the chief mate's learning for the additional duties of Captain.

CAMM has taken the following views on this issue:

View: USCG Changes to STCW 1995 Against USCG proposed changes to

STCW 1995 in favor of waiting to rewrite CFRs after IMO's STCW 2010 changes are adopted in June 2010.

View: USCG Eliminate Chief Mate Requirement for Advancement Against Coast Guard's proposed regulations which would allow a third or second mate to progress to an unlimited master's license with only 36 months' service as a third or second mate, removing the requirement of six-months service as chief mate on unlimited tonnage vessels.

View: USCG Advancement to Chief Mate Requirements Against Coast Guard proposal to allow a third mate with only 12 months' service as an OICNW to progress directly to chief mate unlimited tonnage.

These views will be discussed in length at the upcoming AGM in Tampa Florida; hope to see you there.

Captain Cal Hunziker



Secretary's Report

Submitted by Capt. Don Moore, Jr.

The year 2010 is in full swing and we continue to press forward with our new year's resolutions.

Our Membership Administration System (MAS) database and web site continue to show improvements. More and more "lost" members are being found and our *Sidelights* mailing and e-mail list is slowly but surely losing its outdated information. Once again, I must stress the importance of the Data Sheets that are sent out each year. The information received from these sheets is used to update the MAS database. Please don't be frustrated if it looks like we are asking the same questions each year. Remember, there may be others who have moved or whose situation has changed. The more accurate the data in MAS, the more able I am to communicate with our membership.

Our new member drive is in full swing and we have had some success. We are offering premiums to those who sponsor new members. Please be as active as you can in this endeavor.

This year's Annual General Meeting, to be held in Tampa, Florida, is nearing. Proxy and ballot cards have been sent out to all hands and about 200 proxies have already been returned. I presume a similar number of ballot cards have been received at the secure Post Office box in Tampa. Please remit these forms as soon as you can.

A very important part of our AGM is the discussion and processing of our National Positions Statements. I urge all chapters to discuss these and submit comments to develop a proper presentation in Tampa.

I look forward to seeing you all in Tampa.

Sidelights Committee

Submitted by Capt. Tom Bradley, Chair

When you read through the last issue of *Sidelights*, you may have noticed a typo on the cover page. I accept responsibility; this misspelling was a mistake that I over looked but was also over looked by the whole editorial committee. Admit it, there is some humor in the irony... how unprofessional to misspell the word "professional." We will check and cross check each item twice.

At this time we would like to ask you to join our copy editors staff; if you can help, just let me know. The work is not hard; all you have to do is review all or just a section five times a year, then drop us a note saying that you did or did not find any typos or errors. And as a bonus, you'll get a sneak peek at *Sidelights* before it is released!

We've implemented plans to attract advertisers, and need to have no mistakes or they just won't advertise. Advertisers pay for this publication so that the cost does not come out of the CAMM treasury. We have increased circulation for both the printed and our e-version. Advertising information is available as part of our media kit, found on our website.

To gain greater contact in the industry, we are now selling subscriptions to those outside of CAMM for \$14 per year. Please tell your friends and colleagues and ask them to sign up for a subscription.

We invite retired members to reflect on their beginnings as a seafarer and lessons learned. We need you to share your stories and photos – we'll even help you put your words into a cohesive, readable article!

Now with five issues per year, we've revised our release dates to be Feb. 1, Apr. 1, June 1, Oct. 1, and Dec. 1.

Submissions for feature articles are due to the *Sidelights* Committee approximately 40 days prior to the release date. Follow the *Sidelights* links on our website for general submission guidelines and article lengths.

If you know someone who might be interested in joining CAMM, send us their name and address and we will send a complementary copy of *Sidelights* and a membership application.

mastermariner.org Website Committee

Submitted by Capt. Tom Bradley, Chair

You'll notice some additions to our website. First, we've added a link to Live Ships Map AIS Vessel Traffic from marinetraffic.com (found under useful links). We've updated the site with AGM-related information, including views submitted for positions, proposed changes to the National By-Laws, registration, hotel information, and dinner menus.

The website possesses a wealth of information on CAMM; positions, history, National Constitution and By-Laws, meeting dates, as well as archived editions of *Sidelights*.

The most under-utilized tool on the the CAMM website is the forums. Here you can post your opinions on various maritime topics. We've recently added submitted views to this section, and urge you to voice your opinions as to whether or not CAMM should take these up as positions and your reasons why. Input on the forums will be considered at the AGM views and positions discussions.

With the forums, you can start your own topics asking for feedback from your peers. Currently, there is an interesting post on USCG medical waivers. Follow the "Forum" link on the left navigation panel on the website.

Reports Continued on next page >>>

Seattle / PNW

Submitted by Capt. Douglas Subcleff
Chapter Secretary

A total of 21 were in attendance for our first meeting of the year, held January 7th at the Rocksalt restaurant. The guest speaker was Port of Seattle Commissioner Gael Tarleton. Elected in 2007, she is the third woman to serve in this office in its nearly 100-year history. Her speech included her ideas about the challenges and opportunities for the port of Seattle. She noted that August 2009 was the first month in a long time to show an increase in imports; an indication that Seattle has gained market share at the expense of ports in southern California. She also described Seattle as one of the most diversified ports in the nation. During the question and answer session, CAMM associate member, Lyn McClelland, expressed her concern about freight mobility for military transportation in the region. Commissioner Tarleton's response included reference to existing mutual agreements with the U.S. Navy and the Port of Tacoma. Another question was posed by Puget Sound Pilot, Captain Bill Sliker, about the timetable for dredging around Harbor Island. The larger container ships calling at the port are also driving the need for more

improvements to vehicular traffic flow in this often-congested area.

A total of 30 were in attendance at our special February meeting to honor the spouses and recognize the contributions of women in the maritime industry. Chapter President, Captain Richard Klein, served as Master of Ceremonies for the event which included a surprise appearance by CAMM National President, Captain Cal Hunziker and his wife Lisa. Captain Hunziker provided us with an update on the planning for the Annual General Meeting to be held in Tampa, Florida. The guest speaker was Julie Keim, owner and director of the Compass Courses Maritime Training school which is located just north of Seattle in Edmonds, Washington. Her presentation included a video about the school's training program. She spoke about the challenges of maritime education that include the licensing issues with the new National Maritime Center. For more information about their classes, the website is: www.compasscourses.com. A special highlight at our February meeting was the presentation of a CAMM Certificate of Appreciation to Georgia O'Neill, a former MM&P secretary. Due to health reasons, she was unable to be at the luncheon but former Chapter

President, Captain Andy Subcleff, traveled to her home for a personal presentation of the award to Georgia. The certificate reads as follows:

"To Georgia O'Neill: In recognition of your many, many years of outstanding Union Hall service to Merchant Marine Officers. From your office at 55 Bell Street, Seattle, you helped a lot of us ship out on a variety of vessels, both coastwise and foreign. And during those dark days of shipping, of which there have been many, you kept our spirits up as we spent many hours in the Hall waiting to see if any new jobs were posted on the Board. Thanks Georgia!"

The February meeting included a special raffle of Valentine's and Super Bowl themed gift baskets provided by the wives of the chapter officers. In addition there were candy treats and red roses for the ladies!

The March 4th meeting was also held at the Rocksalt restaurant. The ten people in attendance enjoyed a special showing of a 30-minute video titled: Project Liberty Ship, the S.S. JOHN W. BROWN. The SS JOHN W. BROWN is one of only two operational WWII-era, Liberty ships (the other being the SS JEREMIAH O'BRIEN in San Francisco). The Brown is home-ported in Baltimore, Maryland and is listed on the National Register of Historic Places. For more info, go to www.liberty-ship.com.

Our April and May meetings will



Georgia O'Neill and Captain Andy Subcleff.

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focus on discussions about the CAMM National meeting, scheduled for April 22-23 in Tampa, Florida. Chapter President Captain Klein is also starting up a registration website in preparation for our Third Annual Charity Golf Tournament to be held in September of this year.

San Francisco Bay Area

*Submitted by Capt. Klaus "Nick" Niem
Chapter President*

The SFBA Chapter held their Spring Business luncheon on March 2nd, 2010 with members wives and friends in attendance. This event is always enjoyable. A lot of our members haven't been aware when perusing the Council of American Master Mariners website, on the left side they can click on the Events Calendar to find out about the local chapters next meeting and events. Under Useful Links, they can access maritime traffic around the world and on NOAA, the latest charts and corrections.

To make high school graduates aware of jobs in the maritime industry, the SFBA Council agreed M/S/A, we should have CAMM members talk to the Principal of their respective high schools for permission to talk and hand out material at their job fairs.

Some of our members voiced their concern of low meeting attendance. We at CAMM have so much to contribute to our industry, but the lack of interest by some of our great members prevents us from being able to pass on professional knowledge and ideas.

A little trivia: On March 2, 1956, I stepped on board the Dutch *M/V NOBISTHOR* as an apprentice seaman, and thus began my illustrious career at sea. In Memoriam

Captain Adrian Jennings, a long time member of the SFBA Chapter passed away on Sept. 12, 2009 in Kensington, Ca. We all wish him Fair Winds and Smooth Seas.

Houston

*Submitted by Captain Micheal Mc Cright
Chapter Secretary*

A handful of Houston area members, guests, and more importantly, 14 stu-

dents from the various TAMUG programs, attended our February meeting.

The business meeting was conducted and the following issues were addressed.

I, Captain Michael Mc Cright reported that in view of my recent complex fracture of my right femur, I could not and will no longer be serving as the Seagoing VP. In as much as I have had the secretary's job for many years now, I now felt it was an opportune moment to hand over the assignment to the next captain and secretary.

Local dues of \$20.00 per year were waived indefinitely, based on the local chapter's financial well being. Presently our meeting minutes and mailing are all done electronically, in an effort to be efficient and cost effective.

Our annual gift in the form of a \$500.00 bond (at maturity) was officially named in honor of Captain Jim Titus's deceased son and TAMUG graduate "Patrick Allen Titus." In the future, scholarship award would be given to the most deserving TAMUG deck cadet/graduate as before, and in remembrance of the late "Patrick A. Titus."

Our Chapter agreed that Captain Benyo's expenses should be paid by the national up to \$1,000 total for his attending an "IFSMA type" meeting to be held in the South of France. Point of fact, when converting US dollars into Euros, that \$1,000 soon becomes about 670 Euros, or less.

President and Captain Jack Lane will attend the "Seafarers 2010: Gulf

Coast Regional Conference For Those Concerned with the Welfare of Seafarers" on behalf of CAMM.

Our guest speaker was Captain John Peterlin III, #1839-S. He is the Senior Director of Marketing and Administration at Galveston Ports Complex. Captain Peterlin proceeded to give us all a good look at his career path and various endeavors and accomplishments along the way. He graduated from Kings Point in 1976, and embarked on a 'roundabout' seagoing career. This included a personal vow to sail Master before he was 30 years old.

Taking a fast track with an MMP contracted ocean survey vessel under charter with one of the universities enabled Captain Peterlin to sail as CM and then relief Master of the survey vessel while he was only 28 years old.

One of the things I enjoyed about Captain John Peterlin's discussion was the fact he addressed our numerous students in a friendly and self-directed way of examining their own future career paths. At one point, John found himself back to 3rd Officer on a commercial lash ship, and then onto forming his own company for surveying and stowing various vessels with a government "hand shake" cargo, etc.

In summary, Captain John suggested to the students that there are many ways to advance one's seagoing career, which included taking the first job available at the local MMP hall, and/or other less than desirable seagoing assignments. This somewhat unique rhumb line, composite sailings, and/or great circles in ones seagoing career were and are all part of the lifelong learning curve.

Reports Continued on next page >>>



Above, Captain John Peterlin, III, with Houston Chapter President Jack Lane looking on, tells about his career and offers advice to TAMUG cadets (right) attending the February chapter meeting.



PHOTOS COURTESY OF MODERNA, MC CRIGHT

Dear Sidelights

MLC 2006

It has come to my attention that my ship will require another piece of paper by December 2011. According to the International Labor Organization (ILO), Maritime Labor Convention 2006 (MLC 2006). My ship will need to meet certain international labor standards and be certified as meeting those standards.

What is ironic. I have spent the last thirty one (31) years as member of a labor organization and the issuing authority for the MLC 2006 will rest with our flag state authority, United States Coast Guard. So what does our USCG know of collective bargaining agreements? I am sure with two weeks of training they will know everything- tongue in check.

Respectfully submitted,
Jeff Cowan, #3070-R
Master M/V APL CHINA

Compulsory Pilotage

One of the subjects I believe should be

brought up at the National meeting is the current situation in Florida, and I understand other places concerning Pilots and compulsory pilotage.

I believe CAMM should take the side of the pilots in their struggle against rapacious foreign corporate interests. The reason is not to protect their earnings, but one of Public Safety.

As you know the States have reserved the right to control pilotage since the inception of this country, I see no benefit in changing the system as envisioned by Florida Alliance of Maritime Organizations (FAMO). Using a dubious study they are trying to circumvent or change the law.

Over the years I have seen the preference given the Cruise Ship industry by various organizations, including the Coast Guard. As pointed out in the flawed study Florida has become the Cruise Capital of the United States. It seems this is not enough, and like the

camel in the tent they now want to take over the tent.

So the question becomes do we want foreign corporate interests to dictate how pilotage is performed, or do we want the system, that gives them every advantage possible, to continue.

Respectfully,
William Good #1924-R

Editor's note: Please note page 13; we've put this item on the agenda for Views and Positions discussions.

Sidelights Redesign

I received the *Sidelights* yesterday. Thank you very much. I am very impressed with the new version!! I like it much better than the previous issues. Very professional looking, colorful and overall very well done. Congratulations. Bravo Zulu. All the best.

John Holmes, #1525-R

New Members

Congratulations! You now have all the benefits of CAMM membership!

3279-A Captain **Mark L Shafer** of San Rafael, CA
Retired US Navy Captain
Sponsored by Captain Pat Moloney # 1829-R
and Klaus Niem # 2167-R

3280-R Captain **James P. Cleary** of Galveston, TX
Retired Master Mariner
Currently teaching at TAMUG
Sponsored by Captain Augusta Roth #3116-S
and Captain Jack Lane # 1164-S

Captain Newest Member

Triple our Membership Drive

We need new, younger members to keep the legacy and work of CAMM going! *Sponsor 3 approved new members and be eligible to earn a free year's membership dues!* Ask your Chapter President for more details. Membership applications are available online at www.mastermariner.org or request one from Capt. Liz Clark.

Reports >>>Continued from page 7

Baltimore/ Washington DC

Submitted by Capt. J.J. Hartnett, Chapter President

Our efforts continue to re-establish the Baltimore/ Washington Chapter. Several chapter members have been contacted and have expressed an interest in assisting in our re-organization efforts. We are seeking a seagoing Vice-President, any current seagoing CAMM member in our area is encouraged to contact us.

After our March meeting we visited the International Seafarer's Center in Baltimore with our donations. The staff was particularly concerned about the criminalization of seafarers and we explained the CAMM National position regarding this matter. We plan to visit the Seafarer's Center each quarter with our donations.

The CAMM Balt/Wash Positions Committee is in the process of reviewing the National Positions and we will be posting our comments on the forum pages.

The first annual CAMM Balt/Wash Charity Golf Tournament will take place this Spring. Details will follow in the near future. ☆



CROSS'D THE FINAL BAR



LEE ROY MURRAY, JR # 270-R

Lee Roy Murray, Jr. died peacefully in his home on March 4, 2010. He was born in Houston, Texas, on July 30, 1919 to Florence Greenough Murray and Lee Roy Murray, Sr. Tipping the scales at nearly eleven pounds, he was at the time the biggest baby ever born at St. Joseph's Hospital. He attended Annunciation and St. Anne's Catholic Schools and graduated from St. Thomas High School in 1937. Three short years later, he became one of the first graduates of the United States Merchant Marine Academy and went on to become a Captain in the Merchant Marines as well as a commissioned U.S. Naval Officer.

Serving as one of the country's youngest officers during World War II, Capt. Murray took command of a variety of ammunition and supply ships that sailed between Allied ports all around the world. On Thanksgiving night 1941, Capt. Murray was at the helm of the S.S. *NISHMAHA* in the South Atlantic when he spotted the survivors of the British Cruiser *DUNEDIN*, which had been torpedoed and sunk three days earlier by a Nazi U-boat. Capt. Murray led the rescue effort that saved the lives of 67 British Seaman. For this and other

heroic deeds, Capt. Murray became a decorated seaman and received many honors, including the Merchant Marine Combat Ribbon. On June 19, 2005, the Dunedin Society hosted Capt. Murray and his family at a reunion held at the Royal Sailors Home Club in Portsmouth, England, where the 4 remaining Dunedin survivors presented Capt. Murray with a plaque recognizing the key role he played in the rescue.

In 1943, Capt. Murray met Evelyn Kirmss at her company's Christmas party in New York City. They married one year later and had four children. In 1947, Capt. Murray returned to Houston and became a Port Captain for Lykes Brother's Steam Ship Company. From 1951 until he retired in 1984, Capt. Murray served as a Ship Pilot for the Houston Pilots Association of Houston. He served four terms as the organization's Presiding Officer.

Capt. Murray was a longtime member of the St. Thomas and King's Point Alumni Associations, the Master Mates and Pilots Organization, and the Propeller Club, and was involved with the Houston Maritime Museum. He was awarded the Distinguished Alumni Award from the United States Merchant

Marine Academy in 1990. An active member of St. Vincent de Paul Catholic Church, Capt. Murray served as an usher for more than fifteen years. He and his wife also supported a number of community organizations through Catholic Charities.

After retiring as a Houston Pilot, Capt. Murray established Industrial Stamp and Graphics, became a real-estate developer, and published a variety of articles for Professional Mariner and other periodicals. He was a devoted husband, father, grandfather, and great-grandfather who loved spending time with his family.

Capt. Murray is survived by his loving wife of sixty-seven years, Evelyn; a sister, 4 children, 6 grandchildren, 3 great-grandchildren and many loving nieces and nephews. The family wishes to extend its heartfelt appreciation for the compassionate care provided by his caregivers.

In lieu of flowers, memorial contributions may be given to the charity of your choice. ☆

CORRECTION: In the February 2010 issue of Sidelights, Capt. Ted Jablonski's last name was spelled incorrectly in the heading. Our apologies.

Please have a "Moment of Silence" for the following departed brothers. The news of their passing was received via information submitted on the Dues Invoice Data Sheets sent out this year.

Captain **James W Borell**, #592-1 of Burke, VA, passed on in 2008

Captain **Leonard Blanchart**, #279-L of Jacksonville, FL passed in 06/09

Captain **Eugene Buckley**, #494-L of Concord, MA passed on 12/26/09

Captain **William D Case**, #648-R of Houston, TX passed on 01/03/09

Captain **John D Kourian**, #1290-R of Woodlands, TX passed on 1/06/10

Captain **Houghston E Lowder**, # 2330-S of Havre de Grace, MD

Captain **George A McDonald**, #510-R of Ponce Inlet, FL

Captain **Harold Ronhave**, #1865-R of Pompano Beach, FL passed on 10/29/09

Captain **Kenneth Sommers**, #1329-R of Dale City, CA passed on in 2004

Captain **Alan Stevens**, #862-R of Weston, FL

*To reach the port of heaven,
we must sail sometimes with the
wind and sometimes against it,
but we must sail,
and not drift, nor lie in anchor.*

— Oliver Wendell Holmes

SI2010 - The Start of Something Good



by Father
Sinclair Oubre
CAMM Chaplain
#3220-A

wonderful opportunities available for the next generation of merchant seafarers.

However, there are also some challenges that undermine the profession, and act as a tremendous disincentive for talented young people, who have many career paths before them, to choose a maritime career.

At my first CAMM meeting in Puerto Rico, George Chalos spoke extensively about the legal troubles which Capt. Schröder encountered at the Port of Mobile in 2006. As a result, the delegates passed a resolution pertaining to the Seafarer Manslaughter Act. It read, "(CAMM) supports changing the Seaman's Manslaughter Act to require a higher standard of proof than simple negligence."

Troubled by the actions of the Korean and Spanish governments relating to unintended oil spills, CAMM also took the position that it, "(opposes) the arrest and detention of shipmasters and crew in the wake of a maritime incident. (CAMM) supports IFSMA's position calling on the USCG, IMO, ICS and other international bodies to cease actions which may result in false imprisonment without trial."

The Apostleship of the Sea of the United States of America has also passed

resolutions at its annual membership meetings that echo many of the same concerns. In addition, the International Organization for Seafarer Welfare, the International Christian Maritime Association, the Pontifical Council for the Pastoral Care of Migrants and Itinerants and the Center for Seafarer Rights have raised their voices, and/or issued similar types of statements. Yet, nine years after September 11, 2001, all of us still struggle with issues of access to shore leave, the continued detention of crews for accidental pollution events, and the greater use of the Seamen's Manslaughter Act.

In an effort to speak as one voice to our government regulators and congressional representatives in the Gulf Coast region, CAMM - Houston has joined with the Nautical Institute - Gulf Branch, the Apostleship of the Sea - Diocese of Beaumont, the West Gulf Maritime Association and other organizations in sponsoring the first Seafarer Issues 2010.

On March 9 & 10, 2010, we will meet to reflect on four topics, access to shore leave, Seafarer Manslaughter Act, criminalization of accidental pollution incidents, and the 29-Day Rule processing of seafarers arriving in US. By the time you read this, we will have completed our work. You will be able to read our final statements at our web site: www.seafare-issues.net.

Our hope is that we can come to a consensus on these issues in the Gulf of Mexico region. Then we can take these positions to our own national organizations, and develop a common voice to address our concerns to Congress and state and federal regulators.

By beginning to address these issues, and others, with a common voice, we will be doing much to insist that society acknowledge the essential work that


merchant mariners perform for the community's well being, and that setting out on a career as a professional mariner is one that is both rewarding and valuable. ☆

Note: The conference was a great success with over 60 attendees from various commercial, social, labor and governmental groups all in attendance.

SEAFARERS 2010
MARCH 9-10 2010 - HOUSTON, TX

SE
2010

GULF COAST REGIONAL
CONFERENCE ON SEAFARER
WELFARE ISSUES



Apostleship of the Sea - United States of America

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PREVIEW

Annual General Meeting Professional Development Conference

April 21-23, 2010 • Tampa, FL

Hilton Tampa Airport Westshore
2225 North Lois Avenue Tampa, FL 33607



**Keynote
Speaker**
**Admiral
Eric T. Olson**

8th Commander of U.S. Special Operations Command (USSOCOM), is headquartered at MacDill Air Force Base, Florida. USSOCOM ensures the readiness of joint special operations forces and, as directed, conducts operations worldwide.

AGENDA

Wednesday, April 21

1500 onwards
Check-in &
Hospitality Suite Open
1900 - 2000
Pool-side Welcome

Thursday, April 22

Professional Development Conference

Guest Speakers
Discussion Panel
Guests' outing to
Tarpon Springs
Dinner at the Columbia
Restaurant with a Flamenco
Dance Performance

Friday, April 23

Annual General Meeting

Officer Reports
Officer Elections
Views & Positions Discussion
Gala Dinner with Keynote
Speaker Admiral Eric T. Olson

Welcome to *Sidelights* preview of the 2010 CAMM Annual General Meeting and Professional Development Conference. On the next few pages you'll find topical information on discussion topics.

The theme International Piracy and Shipboard Security inspires a well-rounded discussion with panelists from Shipmasters', Union's, lawyers, military and more perspectives for Thursday's PDC. Many of those panelists will also be speaking in the morning session.

Our AGM highlight, as usual, will be our views and positions discussions. Hot new topics concerning STCW and USCG proposals to reduce licensing requirements are on the agenda.

We look forward to seeing you there and for your participation in these discussions, whether in Tampa or on our online forums!

Hosted by
CAMM Tampa Bay • Celebrating 20 years!

Thank you to our Sponsors:



**Tampa Bay Pilots
Association**
Piloting, it's a Big Job!

Tampa Bay CAMM Chapter celebrates 20 years!

On the 14th of November 1989, then CAMM First Vice President Captain Rick Manchester, Executive Secretary Captain Jack Lemily, and Captain Ray Salman presented the Tampa Bay Chapter with a charter from The Council of American Master Mariners, Inc. This presentation of a charter was recognition of the efforts of a dedicated group of Masters to form a CAMM chapter in the Tampa Bay area. November 14th, 2009, marked the 20th Anniversary of receiving that charter.

In the early 1980s, a small group of American ship masters living in Tampa and the surrounding area started meeting periodically for lunch at the "Old Spaghetti Warehouse" in Ybor City. There was no set schedule for these lunches. Whenever a few of them were in town the call would go out, and whoever was available would show up. This initial group gradually grew to about twenty or so.

At the 1988 Council of American Master Mariners Annual General

Meeting, Captain Rick Manchester and Captain Tim Brown discussed the idea of forming a CAMM Chapter in Tampa. Upon his return to Tampa after that meeting, Tim met with a few of the local Masters to see if there was any interest in forming a chapter. The response was overwhelming in favor. The "Spaghetti Warehouse" crew became the keel of the chapter so to speak. Using the CAMM membership roster and other sources, contact was made with other Masters in the area, inviting them to join the new chapter. Several members of CAMM signed on. In the process, several new members made application for CAMM membership. The chapter was formed with 43 charter members. In the late '90s, the chapter grew to a membership that averaged about 65 members. Currently the membership averages about 45.

The chapter has been meeting at the Columbia Restaurant in Ybor City since shortly after receiving the charter, a period of over 19 years. ☆



Photo: COURTESY OF CAMM TAMPA

Captain Richard Andrews was presented a Certificate of Appreciation from Chapter President Captain Dave Williams for his years of continuous and dedicated service to the chapter since it's formation twenty years ago.

The original chapter officers were:
President:

Capt. William Barkley

Vice President (Shoreside):

Capt. Richard Andrews

Vice President (Sea-going):

Capt. Ronald Meiczinger

Secretary / Treasurer:

Capt. Terrence Jednaszewski



Recognitions

The Tampa Bay Chapter will present a check to the Special Operations Warrior Foundation at the Annual General Meeting Banquet on Friday evening. The Special Operations Warrior Foundation provides immediate financial assistance to special operations personnel severely wounded in the global war on terrorism, and their families.

The Foundation also provides full scholarships and family counseling to the surviving children of special operations personnel who die in service to their country. CAMM chapters and individual CAMM members are invited to join us in contributing to this worthwhile cause by adding a contribution on their AGM registration form.

Colonel and Mrs. John T. Carney, Jr., USAF, Ret., President, Special Operations Warrior Foundation will accept contribution on behalf of the Special Operations Warrior Foundation. ☆

Activities / Day trips

Spouse/Guest Activities: On Thursday, a day trip is planned to Tarpon Springs for a river trip on a sponge boat, lunch and a unique shopping opportunity.

S.S. AMERICAN VICTORY Tour: Please mark on your registration form if you would be interested in a tour aboard the S.S. AMERICAN VICTORY on Saturday April 24th.

Sponsorship Opportunities

Sponsorship opportunities are available to support CAMM's 2010 AGM & PDC. Please contact the Tampa Chapter for more details or email agm2010@mastermariner.org.

Take part in our Views & Positions discussions!

You, as a member of CAMM, have the opportunity to voice your feedback and provide additional support or testimony in relation to matters affecting Masters and the maritime industry. Your input gives CAMM the opportunity to buttress, debunk, and scrutinize items while at the same time allowing time and changing world events to induce reflection by year's end.

A **position** is a statement of support or opposition concerning a major issue or incident effecting mariners. The **position** has been voted on by the membership at a CAMM Annual General Meeting (AGM). The **position** expresses the majority opinion of the membership.

A **view** is a statement currently under consideration but which has not yet been voted upon by the membership. The **view** will be offered at the next Annual Meeting for consideration. The purpose of the **view** is to offer information or opinion germane to the merits of adopt-

ing a **position** regarding the issue and to alert members of facts which may not be previously known to them. This allows us all to be well informed about each major issue well before it is debated at the AGM.

CAMM members have put forth some views for discussion and consideration to be adopted as positions at our 2010 AGM. Please read through, discuss at chapter meetings, read some research, and post your opinions in our online forums.

The views and positions forums on our website were created for healthy discussion and debate of these important topics affecting Masters and the maritime industry. Follow the "Forum" link on the left navigation panel; once there, you'll find views and positions under CAMM Business.

As a reminder, all current positions will be reviewed at the meeting, and voted on to continue, discontinue or amend. Please refer to the website or the

Summer 2009 issue of *Sidelights* for all 18 of CAMM's current positions. Please comment on continuing, discontinuing, or amending a current position at your chapter meetings and in the forums.

As of this printing, current views are:

USCG Changes to STCW 1995

Against USCG proposed changes to STCW 1995 in favor of waiting to rewrite CFRs after IMO's STCW 2010 changes are adopted in June 2010.

USCG Eliminate Chief Mate Requirement for Advancement

Against Coast Guard's proposed regulations which would allow a third or second mate to progress to an unlimited master's license with only 36 months' service as a third or second mate, removing the requirement of six-months service as chief mate on unlimited tonnage vessels.

USCG Advancement to Chief Mate Requirements

Against Coast Guard proposal to allow a third mate with only 12 months' service as an OICNW to progress directly to chief mate unlimited tonnage.

Pilotage

Oppose changes proposed by Florida Alliance of Maritime Organizations (FAMO) which would allow pilot exemption certificates for officers of ships that frequent Florida ports. CAMM supports current state laws which require a state-licensed harbor pilot when entering or leaving Florida ports. ☆



CASH RAFFLE



Support CAMM's only National Fundraiser!

Sell tickets to your fellow shipmates and friends.

Contact your Regional Officer for ticket books.

Drawing held at Friday's AGM Gala Dinner

Return this portion to CAMM

Name _____

Address _____

City, St, Zip _____

Phone _____

CAMM # _____



4 lucky winners take

1st prize **25%** 3rd prize **5%**

2nd prize **15%** 4th prize **5%**

of all proceeds

Winner drawn April 23, 2010 at AGM in Tampa, FL. Winner need not be a CAMM member or present to win. Return ticket stub(s) with check payable to: The Council of American Master Mariners, Inc. P.O. Box 5034, Lynnwood, WA 98046-5034

On Sale Now

Thursday's PDC Discussion Panelists: *International Piracy & Shipboard Security*

Captain Timothy Brown

MM&P International President and CAMM member #1494-R



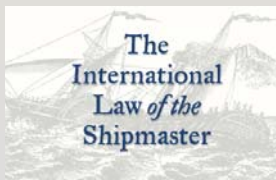
Capt. Brown continues to serve as the International MM&P president, a position he has held the past 19 years. As President of the MM&P, Captain Brown serves as Chairman of all the union's plans, which include the Pension Plan, Vacation Plan, Training Plan, and Health and Benefit Plan.

Capt. Brown graduated from the United States Merchant Marine Academy at Kings Point Academy in 1965. He took a hiatus from full-time sailing for a short time in the 1970s to earn his MBA specializing in Labor Relations from Wharton Graduate School at the University of Pennsylvania. He returned to sailing in 1975, and in 1983 took his first command as Master of the S.S. *SEALAND CONSUMER*. He remained with SeaLand until his 1991 election as MM&P President.

In November 2002, the United Seaman's Service recognized his outstanding efforts in promoting the American Merchant Marine by making him an Admiral of the Ocean Sea at their annual AOTOS awards dinner in New York, and was awarded the silver Christopher Columbus Statuette.

Dr. Capt. John A. C. Cartner

Co-Author, *The International Law of the Shipmaster*



John A. C. Cartner practices maritime law domestically and internationally. He is designated Proctor in Admiralty by the Maritime Law Association of the United States and is member of other state mari-

time law associations.

As a practicing maritime lawyer, John A. C. Cartner has tried cases in the admiralty jurisdiction and has argued orally before a state supreme court in the United States. He has been involved in ICC arbitration internationally. He is experienced in matters in the E.U., the U.K., Latin America, Commonwealth states and elsewhere as well as in the United States.

His shipmaster experience includes several commands of oceanic tank and container vessels and is a current licensee of the U. S. Coast Guard as Master of Steam and Motor Vessels of any Gross Tons upon Oceans with endorsements including STCW. He was involved in naval control of shipping policy matters as a reserve naval officer and was master under charter to the U.S. Navy Military Sealift Command on jet fuel carriers supporting the fleet worldwide and master of container and of tank vessels in the North Atlantic and North Pacific commercially.

John A.C. Cartner's website is www.shipmasterlaw.com

Captain Timothy M. Close, USCG

Sector St. Petersburg - Commander



Captain Close was assigned to Marine Safety Office Morgan City, LA, 1991-1995, where he served as a marine inspector and worked his way to Chief of the Inspection Department. He was next assigned to CGHQ as Chief of the Human Element and Ship Design Division, where he spearheaded USCG's

casualty prevention efforts focused on human and organizational factors, the application of risk concepts to improve maritime safety, and risk-based methods to assist in maritime homeland security activities.

More Panelists To Be Determined

Will Watson extends his sincerest apologies for cancellation. Matters require his presence elsewhere on these dates.

CAMM Position

International Piracy On the High Seas - Elimination of (09-17)

As a group of professional Master Mariners we are united in the effort to defeat all piracy anywhere in the world. The tradition of the Navies around the world are to protect the shipping lanes of world commerce.

We support the UN resolution adopted Dec 17, 2008 and urge the militaries of the world to work to defeat piracy wherever it may be.

CAMM's position is that the best strategy to prevent further piracy against U.S.-Flag commercial vessels and their crews is for the U.S. government to immediately provide U.S.-flag vessels with the force protection necessary to prevent any further attacks. CAMM asserts that it is the responsibility of the U.S. Government to provide the force protection necessary to ensure the safety of life and property aboard U.S.-Flag vessels.

The International Law of the Shipmaster Book Orders

CAMM and John A. C. Cartner are working to put together a discount bulk order for CAMM members. If you are interested, please contact Capt. Tom Bradley (captbradley@mastermariner.org or 360-574-9513). Pre-order information will be available in the next issue of *Sidelights* and on the website soon.

The Debate: Arming the Vessel's Crew vs. Armed Security Professionals

A Captain's Perspective



by Captain
James K. Staples
#2405-R

A common question asked by the general public in the United States following the *MAERSK ALABAMA* incident has been:

"Do you have guns onboard the ship to protect yourselves?"

This question is a good one and the reason sound; however, the reality of shipboard

operations and never should have been allowed onboard American vessels never mind foreign vessels. Yet they seem to find their way onboard and become part of the crew. This does not happen often, but it does happen.

Sometimes onboard American vessels, we have seaman who served timely prison sentences for criminal acts. Some seaman slip between the cracks, are overlooked or have political connections to get the endorsements and documents needed to sign aboard a merchant vessel. No system is perfect and not all seaman need to be squeaky clean.

We as merchant seaman understand that and respect that a man or woman with a checkered past may now have found a new direction in life or heard the calling of the sea. They should be given an opportunity for a new life and career.

After the seaman has had a full background check, his documents are issued and he is clear to take a job onboard a merchant vessel. With his documents in order he can now proceed to a hiring hall and look for his next job assignment. When he finds employment the paperwork is sent to the home office and entered into the computer system prior to boarding the vessel. He shows up onboard and meets with the Master or Chief Officer, depending on who does the sign on. His information is checked and verified and he now becomes a member of the crew.

The problem with this system is that the Master must rely on the background check that was previously done. The

Master has no idea of past history or criminal involvement this crew member may have had. Virtually, the Master knows absolutely nothing about this person who has just signed onboard his vessel. Depending on the crew size, the Master may only know his top four crew members and may have never sailed with or even know the rest of his crew when he sails the vessel from port. To pass out weapons to crew members who the Master knows nothing about would be

The mission of the merchant sailor is to move goods from one port to another. It is not meant to be a role which involves defending yourself from pirates or criminals.

unconscionable and a criminal offense in itself if the crew member had a prior felony conviction. We must enable the Master to know who has signed onboard his ship including past criminal history.

The Master's responsibility onboard any vessel is endless and the safety of his crew always paramount. This includes keeping his crew safe from one another during the sea voyage. To have a crew member on watch at 0200A.M. and having been convicted of rape and served time, now on watch with a young twenty year old female crew member could pose a potential life threatening situation for that young crew member. The seaworthiness of the vessel may also be in jeopardy. How can the Master be expected to

Continued on next page >>>

operations, crew nationalities and religious beliefs make it a complicated solution globally. By looking onboard U.S. vessels, we find that crew turnover and how a crew member finds employment present some of the difficulties which go along with arming a crew. The employment of a U.S. crew member begins at a hiring hall. The seaman puts in a shipping card once a job has been posted on the bulletin board. Who gets the job depends on a few variables.

The candidate must first be qualified to take that position. He must have his S.T.C.W. for the rating he intends to sail in. He must be drug free and competent according to U.S.C.G. regulations. To receive his documents, the seaman must have had a background check which is completed by the U.S.C.G. when he applies for or renews his documents. A background check is done every renewal period at 5 year intervals. Background checks on American seaman are comprehensive and extensive. Generally most seamen have a clean record and receive their documents with no problem at all.

Nothing is perfect and this is true with the American Merchant Seaman who has been checked out by the U.S.C.G. and F.B.I. It has been found that some seaman have extensive criminal back-



PHOTO COURTESY OF JAMES STAPLES

Crew Training in weapons, should we or shouldn't we?

Staples >>>Continued from page 15

keep intact security when he has no idea who is working onboard the vessel? This plays into the issue of arming the crew.

Under U.S. firearms regulations it is illegal and the U.S. laws prohibit anyone from having a firearm if you have had a felony conviction.

This brings us back to the question of arming the crew, which should not even be contemplated without first giving the Master a full and complete background check on all crew members. Having that being said, what we can do is to train a few individuals who are permanent crew members assigned to the vessel with small arms training and arming them. This has been done before and is actually being done on some American vessels now. Most American vessels allow for the Master to have a small caliber handgun. This is for his personnel protection and maintaining discipline in a lifeboat if the situation ever arises. The senior personnel onboard any vessel have the primary mission of the safe navigation of that vessel and defending the vessel if anything would take away from that mission.

Unions in the U.S. offer their members small arms training and those who choose to take this course must qualify every two years to be proficient in the weapons of choice and stay current. With this training in place, the senior crew being permanent members onboard the vessel offers the option of weapons for emergency situations to keep the vessel and crew safe. Having already sailed with weapons onboard and in the ready while transiting the Malacca Straits, Gulf of Aden we never encountered any prob-

lems with having the weapons onboard.

Vessels other than U.S. flagged ships have multiple problems with arming a crew. The diverse nationalities which make up their crew can create problems by themselves never mind adding weapons to the equation. Certain cultures and religions prevent the taking

of life, even when defending themselves. This alone should prevent the arming of the crew. The language barrier onboard ships, which should have been addressed by S.T.C.W. but was not in reality, will prevent the safe training when it comes to firearms.

We must look at the same problem as we see onboard American vessels with the background checks done on seaman. To try and imagine that non-U.S. seaman go under the same tough background checks as an American seaman would be reaching and trying at best. So we must assume that with the diverse nationalities and cultures that the Master must deal with, security is no more keeping the vessel safe than it is about being compliant and a paper chase.

The Master on a foreign vessel must rely on a hiring or crewing company to do proper background checks of the crew he has coming on. This presents a huge problem for the non-U.S. vessel when it comes to arming the crew and a very good reason why the crew should not be armed. The mission of the merchant sailor is to move goods from one port to another. It is not meant to be a role which involves defending yourself from pirates or criminals. The vessel needs to have onboard the proper equipment in helping with the detection and the capability to deter the unwanted intruder-pirate or criminal-terrorist from getting onboard. The crew can and should be trained in these procedures.

The vessel needs to be defended for many reasons.

First and foremost is the safety of the crew, then the cargo, and then the vessel. How can we do this and at what point should we do this? Keeping the crew safe is our first concern, so we must take up this challenge. We have done this when it comes to a sinking vessel or a fire onboard. We have lifeboats, survival suits and firefighting equipment. The crew has been trained and certified in emergency procedures on a regular basis and have no problems in keeping the vessel safe. Piracy is a different issue. Vessels have limited capabilities when it comes to detecting a pirate, never mind deterring or defending a pirate. This is an area that needs to be addressed and improved upon. We need to give merchant seaman the proper equipment to help combat piracy and terrorism at sea. The last thing any seaman wants is to become a hostage onboard his vessel.

Onboard the 18,000 ton cargo ship *BOULARIBANK* that was attacked by pirates, Captain Stapleton not only had his crew to think about, but his wife and 11 passengers were also onboard during the attack. The crew repelled boarders by tossing timber into the approaching boats path as they tried to make their way alongside the ship. Sometimes you need to have luck on your side and this time Capt. Stapleton had all of that.

The question we should ask ourselves is why the crew should have to rely on throwing timber onto the pirates or use safety flares to try and defend the vessel. Real security needs to be added to the vessel security plan. Capt. Stapleton used his imagination and his seaman's wit when it came to defending his vessel. He trained his crew and carefully thought



PHOTO COURTESY OF JAMES STAPLES

Another tool in the tool box against combating piracy is crew training in weapons.

PREVIEW

out tactics which proved to be successful. What he did was defend his crew and vessel as a Master should do. Bravo Capt. Stapleton.

A few shipping companies have opted to put armed security teams onboard to keep all assets safe until Somalia is stabilized which could take decades. Security teams can present many obstacles for a shipping company when it comes to transporting weapons from one country into another given strict regulations. Insurance becomes another problem for the hired security team and the crew as well. The bigger problem is who are these security personnel being placed onboard the vessels? Many overnight companies that have sprung up should cause some concern on many levels.

First, it is and always will be, the Master's responsibility and liability if an accident or wrongful death occurs for either the crew or the so called pirate if it can be proved he was indeed a pirate. Documentation must show without a doubt that the crew and vessels safety was indeed in peril. We must develop a process where these security companies are qualified to have trained security personnel onboard. Training records need to be made known to the shipping company as well as background checks on each individual. Security companies should have a quality and safety program in place, carry all the required insurance and have an outstanding reputation.

Well trained security teams onboard merchant vessels, whether we want to admit it or not, is in all probability the only real solution to keep the vessel safe when under attack by a pirate or terrorist in high risk waters. If a pirate wishes to engage in the act of piracy then he must realize and deal with the fact that he will be met with resistance and his newly found venture could end in his demise.

Security teams will be trained in the escalation of force and only use deadly force when absolutely needed and under the command of the Master. This must all be set out in S.O.P. and R.O.E. The primary goal is to keep the seafarer safe and allow him to do his profession as the vessel transits the world.

When a merchant mariner signs onboard a vessel he should not have to worry about being taken hostage or be at the mercy of an owner who will negotiate the best price. Negotiations can take up to seven months, maybe longer, as the crew is made to suffer without basic human needs. This is happening now and will continue to happen as long as we continue to allow the seafarer from having the proper protection needed to keep them safe.

Pirates may escalate their weaponry, which is a viable question and concern by all as we start to place professional security teams onboard. It could also escalate if the pirates see their prey count diminish as Masters do not stop their vessel once engaged by the pirate. This chance does exist and most likely the pirate will go to an escalation of weaponry as a ploy to intimidate the ship's Master into stopping his vessel.



PHOTO COURTESY OF JAMES STAPLES

Armed and ready, security teams make being a pirate a dangerous job.

If armed security teams are to be placed onboard, then we need to ensure that all assets are protected. The crew, cargo, vessel, and security team need the direct protection from piracy and maritime terrorism. The corporation and management companies also need to be protected from liabilities if an unwanted death occurs for either the pirate or the crew-security team.

A very few companies now operating as maritime security companies offer services to protect not only the mariner, but also the vessel and company they represent. One such company located in Colorado Springs, Lakonian International, can offer a shipping

company endless opportunities when it comes to risk mitigation, insurance, logistics and security for their vessels and facilities. The ship owner needs to find the right security company for the job, one who can provide all the elements needed to keep the vessel safe.

We are now faced with a very challenging problem with no easy solution. The shipping companies did not create this problem, but they must continue to do business in this part of the world and need to find solutions to this growing problem world wide. At the moment a hard decision has to be made whether to put armed security onboard or not.

Do we want to keep our innocent crews and vessels safe? I believe that answer is YES. The time has come to make those difficult decisions and keep our vessels safe. The majority of ship Masters and crew will favor putting armed security onboard their vessel. It is the right thing to do. ☆

Captain Staples has 17 years command experience operating in the Persian Gulf, Indian Ocean area, Malacca Straits, South China Sea and the Gulf of Aden. He carried cargo to and from the Persian Gulf during Operation Desert Shield and Desert Storm. Recently Captain Staples has been carrying cargo for Operation Southern Watch and Operation Iraqi Freedom.

Captain Staples has written procedures for the ISM and ISPS code including anti-piracy drills and procedures. He has given testimony concerning piracy and vessel security to the U.S Senate Committee for Transportation and has testified in congressional subcommittee hearings concerning Piracy. Captain Staples has written articles on Piracy for the NATO Journal and BIMCO, he has been featured in a NRA publication on piracy and armed security. He has been a guest speaker on Counter Piracy and Maritime Security at conferences held in Washington DC and Dubai UAE., and is scheduled to speak this summer at conferences in Lisbon, Naples, Crete, and Bahrain.

Captain Staples can be reached at jstaples@oceanriverllc.com.



by
Mr. Glen Paine #2422-A
and
Col. Walter Megonigal

Maritime Operational Research

It is common practice in the aviation industry, to plan, practice, and successfully execute aviation missions through the use of accurate simulation-based scenarios and exercises. This approach allows aviators to answer important operational questions and select the best alternative from a multitude of choices.

Over the years, MITAGS has worked to develop simulation expertise to address maritime challenges in a similar manner. We call it Maritime Operational Research and believe it has matured to a point where simulation can be used to answer a broad spectrum of operational questions.

We define “Maritime Operational Research” as the process of deriving workable solutions for operational questions using simulation based scenarios. What makes this process unique is the ability to integrate the human element into an environment that realistically represents actual maritime operations.

The continuing advancements in full-mission ship simulation technology has led to very accurate modeling of vessels transiting confined waters under a variety of environmental and traffic conditions. It is also one of the few research tools that provides “ground truth” refer-

ence by allowing captains, pilots, tug masters and vessel traffic operators to interface together in a simulated world.

With the advent of electronic chart data and satellite imagery, virtually any port or waterway in the world can be programmed into the simulator within days. This has become increasingly important for operations that must work out of unfamiliar ports and waterways. The simulation identifies procedures and resources that can be applied to mitigate adverse environmental conditions or expand the vessel’s transit window.

Real-time shiphandling simulators provide a low-cost means for performing

such analysis. Marine simulation models the physical forces acting on a ship or other marine craft (e.g. the navigation channel, water currents, wind forces, wave action, tugs, etc.) in interaction with the ship’s maneuvering characteristics and human piloting. The following table lists the most common parameters assessed on full-mission simulators.

Generally, one variable at a time is adjusted until the maximum safe operational limit is achieved (for example, the wind conditions). The parameters are then combined to determine the overall effects. Other factors, such as blockage in the channels, placement of





navigational aids, resources needed (how many tugs, what power, etc.) can also be evaluated.

Challenges

Today, there are an infinite number of vessel types and capabilities currently on the water. Fortunately, there are a manageable number of hull forms. Through the use of efficient modeling tools, we can change one ship model into another. We have also found it difficult to obtain accurate performance data on new ships. Sea trial data seems to be sketchy and sometimes questionable. Consequently, when developing a vessel model for which we have no history, we must initially rely heavily on model testing with ship handlers who have extensive experience on vessels with what we believe are similar characteristics.

For waterways with complex current patterns and strong ship / bank interaction effects, we rely on Waterway Simulation Technology (WST) sophisticated current and tidal models. Their

models greatly enhance the accuracy of the simulation. Well-designed simulation scenarios:

- Identify the most efficient channel design based on operational requirements.
- Assess the maximum safe operating parameters.
- Develop “best transit practices for a vessel and operating condition.
- Test emergency procedures and method to mitigate adverse environmental conditions.
- Assess type, power, and use of assist tugs for escort and docking maneuvers.
- Enhance communication skills between pilots, captains, tug masters, and vessel traffic.

Summary

Full-mission ship simulation continues to evolve. It is becoming the indispensable tool for channel designs and establishing the safe operational parameters. This is a natural progression from

simulation original purpose of mariner training and assessments. Today’s port designers and mariners have a truly remarkable tool for obtaining answers to tough operational questions. ☆



Glen Paine is the Executive Director at MITAGS-PMI-CCMIT. Glen is responsible for direct oversight of the Maritime Advancement, Training, Education, and Safety (MATES) Program. This non-profit Trust operates the Maritime Institute of Technology and Graduate Studies (MITAGS), the Pacific Maritime Institute (PMI), and the Conference Center at the Maritime Institute (CCMIT). He currently possesses a Master’s Degree in General Administration from the University of Maryland and a U.S. Coast Guard Chief Mate’s license. Glen is also a 1978 graduate of U.S. Merchant Marine Academy (USMMA).

Walt Megoñigal is the former Director of Training at MITAGS. During his tenure, he was responsible for day to day operation of MITAGS during the implementation of the STCW95 Code. Walt is also a retired USMC pilot and served for over 20 years. His aviation simulation experience has been crucial to the advancement of MITAGS’ simulation capabilities. Photos courtesy of MITAGS.

Common Environmental Factors to Consider	Coastal Port	Bay Port	Riverine Port
Wind	X	X	X
Waves	X		
Swells	X		
Currents	X	X	X
Channel Width (Maneuvering Room, Distance to Bank, Bank Effects)	X	X	X
Under Keel Clearance (Shallow Water Effects, Ship Squat, and Trim)	X	X	X
Channel Alignment (Bend Width, Degree of Turn, Length of Bend, Separation Distance Between Bends)		X	X
Channel Depth	X	X	X
Tug Support	X	X	X
Navigation Aids	X	X	X
Visibility (Fog, Heavy Rain, and Snow)	X	X	X
Topography/Bathymetry (Water Depth Outside Channel, Land Shadowing of Wind, etc.)		X	X
Charting (Availability, Accuracy, and Completeness)	X	X	X
Operational Obstacle (Debris in Channel, Mines, and Sunken Obstructions Limiting Channel Use)	X	X	X
Layout and Maneuvering Area At Berth	X	X	X
Mooring Arrangements	X	X	X



SUNY Maritime College 135 Years and Counting

by Joseph Williams
MA, MLS

Perhaps one of the most interesting secrets in the Bronx is the State University of New York's Maritime College. Nestled away on the Throgs Neck Peninsula, millions of travelers pass over the campus every day on the rumbling Throgs Neck Bridge without the knowledge that they are crossing over the oldest Maritime College in the nation.

The school itself was founded on June 2, 1874 with an act by the New York State Legislature establishing a nautical school and the loaning of the *ST. MARY'S* from the U.S. Federal government. Originally called the New York Nautical School, the original 26 cadets paid tuition of thirty-five dollars for a two-year course that was entirely ship-based. The *ST. MARY'S*, a sloop of war commissioned in 1844, registered at approximately 1000 tons and with a full armament of sixteen 18-inch guns. Here, nautical students would mess over hard-tack while learning how to "pass a nipper" or how to "choke a luff."

The *ST. MARY'S* lasted until 1907 when it was replaced by the U.S.S. Newport and then in 1931 by the first of the long string of ships named *EMPIRE STATE* (the college currently trains on the *EMPIRE STATE VI*). Yet a ship alone became inad-

equate as a means of training and by the 1920s a search for a shore facility became paramount. Finally, a permanent home was found with the selection of Fort Schuyler, which by that time had long fallen into disrepair. Fort Schuyler, a nineteenth century fortification, was built to protect the northern approach to New York City. The Fort always had unsubstantiated rumors tied to it particularly with having tunnels that ran under Long Island Sound. Fort Schuyler never fired a shot in anger, but another rumor would have it be the only continental post fired upon since Fort Sumter. The story is that during the Spanish-American War, a British tramp steamer was coming in without her signal flags flying. Fort Totten, Fort Schuyler's sister fort across Long Island Sound, fired a warning shot but it ricocheted and hit Fort Schuyler instead.

The fort was transferred from the federal government to New York State and work began. The fort was fully restored during the 1930s by the Works

Progress Administration to accommodate the school. A dock was installed and the ruined fort sprang back to life with the college as its new lifeblood.

Since that point the college has expanded. In 1948, the school became one of the founding institutions of the State University of New York. Since then, the college has trained thousands of cadets by gearing them for maritime careers. Typically, students will take their land-bound courses during the regular semester and then go aboard the *EMPIRE STATE VI* for a summer sea term. The ship serves as a fully functional school with classrooms, laboratories, and a fully



The St. Mary's, home of the original nautical school from 1874-1907.



staffed library. Their ports of call vary from year to year, but within the last few years the *EMPIRE STATE VI* has visited such places as Azores, Gibraltar, Liverpool, Bermuda, and France.

The college has changed in that it is not entirely regimented anymore. Certain students opt for non-regimented degrees, which typically do not have as many licensing options available. Also, the college has recently established graduate programs in Global Trade and Transportation. So now, a typical undergraduate faces at least four years of intensive land and sea training as opposed to the initial two. While this represents a vast change in curriculum from the original *St. MARYS*, the heart of the school has remained fundamentally concerned with the training of merchant marine sailors and their safety.

So if you are ever in the New York City area and just happen to be driving over the Throgs Neck Bridge, look

down and you'll see the *EMPIRE STATE VI* as well as this historic institution that has remained true to its mission for well over a century. Don't honk, because the *EMPIRE STATE VI* might just honk back and it is very loud. ☆

Joseph Williams, MA, MLS is the Collection Development and Acquisitions Librarian at the Stephen B. Luce Library at SUNY Maritime College. Photos courtesy of SUNY Maritime College.



The EMPIRE STATE VI, SUNY's current schoolship. The EMPIRE STATE VI was originally the SS OREGON, built for States Steamship Company; launched on September 16, 1961. In the 1970s the vessel was purchased by Moore McCormack Lines, renamed MORMACTIDE and operated until 1982.

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Tide of maritime funding ebbs on Capitol Hill



by Will Watson
#3256-A

Congress and the Obama administration have a busy agenda in Washington these days, but unfortunately it doesn't seem to include the maritime sector.

Progress that was made on issues like Short Sea Shipping in the past few years has been derailed by healthcare reform, Cap & Trade, education reform, control of the financial industry and other issues.

Expected dredging funds for US ports has mostly dried up and thoughts of passing a bill to promote maritime education seems largely doomed. Congressional insiders tell *Sidelights* that there is a clear agenda on Capitol Hill these days and maritime issues have been pushed aside by the White House push. The one issue that may get, at least, lip service from Congress is the long discussed Marine Highway that could see some start-up money, courtesy of the surface transportation bill. But other issues, like the Maritime Workforce legislation that was being pushed by Rep. Elijah Cummings of Baltimore, were torpedoed. That bill would have provided low-cost loans for students who pursued maritime course of study with an eye toward careers at sea or in the shoreside maritime industry.

Federal education officials apparently balked at the Maritime Administration getting involved in student loans, claiming that territory as their own. Port administrators are bemoaning expected

cuts in dredging funds because with the Panama Canal expansion moving full tilt, US East and Gulf Coast ports will be seeing deeper draught vessels in coming years but will be challenged to accommodate them with present channel depths. Ports may see continued security funding to help complete implementation of the TWIC Card system as well as some TIGER grants. But those are still being discussed and nothing is for certain, we are told.

One area of the maritime sector that may get some federal scrutiny is the environment. The Environmental Protection Agency is working with Congress to further regulate vessel emissions, including air and water. The drive to control CO₂ and other air emissions seems unrelenting and the push is full court to regulate ballast water exchange and to develop enforcement strategies for both issues. That may be complicated because while the Feds are quick to regulate they have been slow to fund the Coast Guard or

other agencies to undertake inspections, sampling and testing.

Piracy is another issue that may get continued attention. Unfortunately, the federal government doesn't seem as keen on fixing the problem as it is on managing how shipowners and operators comport themselves in dealing with the seagoing criminals. No consensus have been arrived at regarding the arming of US ships, but the government and the military seems unwilling to put armed teams aboard ships transiting the Horn of Africa, the Indian Ocean and the Gulf of Aden... forcing crews to fend for themselves.

As far as the Coast Guard goes, while other military forces have been increased in the proposed budget, the USCG's budget is being cut and manning levels will be reduced. The Coast Guard still plans on bringing aboard more civilian vessel inspectors but this will be at the cost of manning in other areas. ☆



Commandant of the Coast Guard, Adm. Thad W. Allen, answers questions at the State of the Coast Guard address at the Press Club in Washington, Feb. 12, 2010. This was his annual address about the Coast Guard's fiscal year 2011 anticipated budget impacts and said the USCG would cope with announced budget cuts. He also advocated for the need to recapitalize the service's aging ships, aircraft and shore facilities to continue delivering superior services to the Nation and adapt to the maritime challenges of the 21st century.



NOAA Warns Mariners of Serious Display Issue with ECDIS

NOAA Office of Coast Survey
Press Release 3/11/2010

To significantly improve safety at sea, NOAA has led in the development of electronic nautical charts (ENC) that conform to electronic chart display and information systems (ECDIS). Following a recent notice issued by the International Hydrographic Office, NOAA and other hydrographic offices around the world are examining their ENC suites to uncover potentially serious issues with the display of some soundings on ECDIS. NOAA has also issued a notice to mariners to highlight the issue.

What is the problem?

When mariners use either the “base” or “standard” display in ECDIS, they turn off the soundings. When they use these display modes, navigation systems will not highlight isolated soundings that are shallower than the surrounding depth contours.

As shown below, ECDIS displays the isolated sounding when the display mode is “full.” The mariner can see that isolated shoals are located on the wrong side of the depth contour. ECDIS does not depict the isolated shoals in “standard” and “base” display when the

safety contour is set to 3.6 meters, in this example.

What do mariners need to do?

Since the ECDIS does not set off any type of warnings or alarms for these types of soundings in any display mode, **it is important that the mariner turn soundings on** during route planning and route monitoring to ensure that there are no isolated soundings in the voyage path.

NOAA issues Notice to Mariner

In order to rectify this situation, NOAA is examining its entire ENC suite for these explicit cases. In the meantime, NOAA has issued the following notice to mariner:

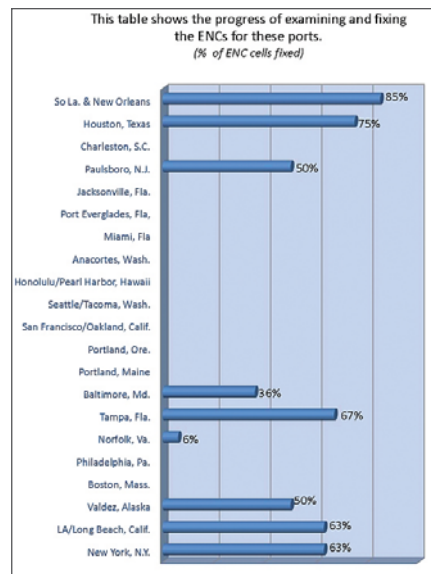
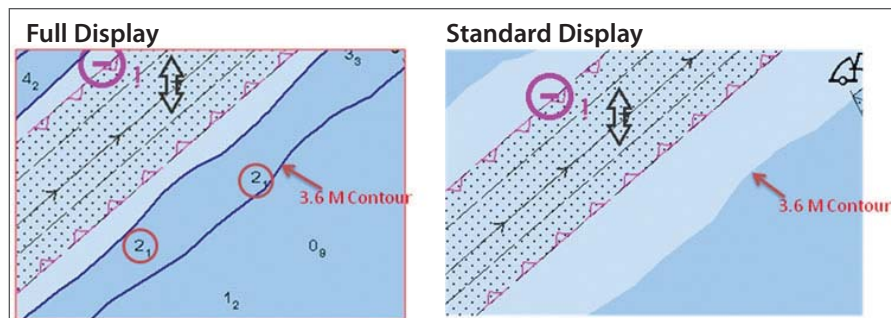
NOAA Electronic Navigational Charts – Display of Isolated Shoal Soundings

Mariners are advised that ECDIS may not display some isolated shoal depths when operating in “BASE” or “STANDARD” display mode. Route planning and monitoring alarms for these shoal depths may not always be

activated. To ensure safe navigation and to confirm that a planned route is clear of such dangers, mariners should configure the ECDIS to display “ALL DATA” and should visually inspect the planned route. The mariner should not solely rely on the automated voyage planning check function. NOAA is in the process of examining its ENC data for these cases and will issue a notice to mariner for each area that has been examined and updated.

In addition to warning mariners, NOAA will examine and correct the relevant navigational scale ENC’s for the following ports as its first priority, beginning March 8, 2010.

NOAA will examine the rest of the U.S. ENC suite in the coming months, as resources allow. ☆



CAPTAINS LEGAL



By Captain Michael Lloyd FNI

The companion volume to "In Command"



by Captain
Michael Lloyd, FNI

owns and controls the parts we sail through. Many of us do not. However, with controls over the

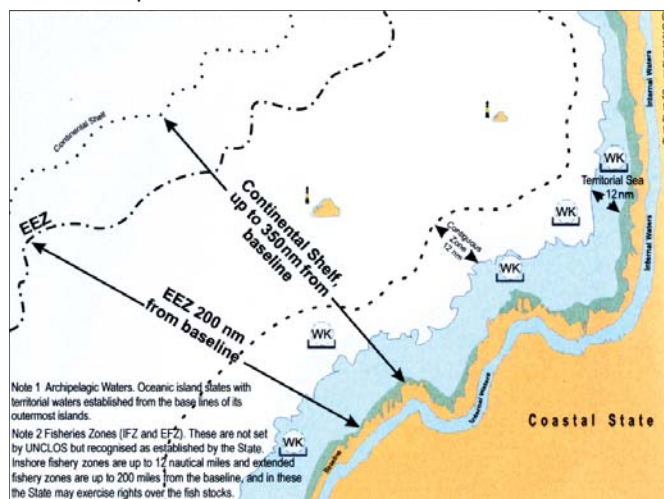
seas increasing, it is important that we should know at least the basics of the Laws of the Seas and the areas to which they refer.

The control of various parts of the seas has become increasingly difficult to define as, over the years, more and more zones have been declared.

The UN Convention on the Law of the Sea, commonly referred to as UNCLOS, set the zones of coastal State jurisdiction and the High Seas.

Internal Waters These are the waters between the shore and the baseline.

Baseline The normal baseline is the low water line along the coast, as marked on the charts and officially recognised by the coastal State. If there are offshore islands or reefs then the baseline may be extended from them.



Who Owns the Seas?

Approximately 70% of the Earth's Surface is Covered by Water

You would think that, with having to spend most of our working lives on the seas, we would know something about who

Territorial Sea This typically extends 12 nautical miles from the baseline.

The High Seas Water beyond the jurisdiction of any State.

Contiguous Zone Can extend 12 nautical miles beyond the Territorial Sea limit.

Exclusive Economic Zone (EEZ) Can extend to a maximum of 200 nautical miles from the baseline.

Continental Shelf This is a 'resource zone' only, with no territorial rights. It may extend up to 350 nautical miles from the baseline.

Archipelagic Waters Oceanic island States with territorial waters established from the baselines of its outermost islands.

Fisheries Zones (IFZ and EFZ) These are not set by UNCLOS but are recognised as established by the State. Inshore fishery zones are up to 12 nautical miles from the baseline and extended fishery zones are up to 200 miles from the baseline, and in these the State may exercise rights over the fish stocks.

1.1 The High Seas

Article 87 is reproduced from UNCLOS of 10th December 1982.[UNCLOS is a 202 page document.]

1. The high seas are open to all States, whether coastal or land-locked. Freedom of the high seas is exercised under the conditions laid down by this Convention and by other rules of international law. It comprises, inter alia, both for coastal and land-locked States:

- (a) freedom of navigation;
- (b) freedom of overflight;
- (c) freedom to lay submarine cables and pipelines, subject to certain conditions;
- (d) freedom to construct artificial islands and other installations permitted under international law, subject to certain conditions;
- (e) freedom of fishing, subject to certain conditions;
- (f) freedom of scientific research, subject to certain conditions.

2. These freedoms shall be exercised by all States with due regard for the interests of other States in their exercise of the freedom of the high seas, and also with due regard for the rights under this Convention with respect to activities in the Area.



Article 87 does seem to define a right to free passage, without let or hindrance, except during time of war. So we can sail the seas, build islands and fish off them. However, Article 110 goes on to define a list of occasions when it is permissible to stop vessels on the High Seas, called 'Right of Visit'.

3.3. Except where acts of interference derive from powers conferred by treaty, a warship which encounters on the high seas a foreign ship, other than a ship entitled to complete immunity in accordance with Articles 95 and 96, is not justified in boarding it unless there is reasonable ground for suspecting that:

- (a) the ship is engaged in piracy;
- (b) the ship is engaged in the slave trade;
- (c) the ship is engaged in unauthorized broadcasting and the Flag State of the warship has jurisdiction under Article 109;
- (d) the ship is without nationality; or
- (e) though flying a foreign flag or refusing to show its flag, the ship is, in reality, of the same nationality as the warship.

4. In the cases provided for in paragraph 1, the warship may proceed to verify the ship's right to fly its flag. To this end, it may send a boat under the command of an officer to the suspected ship. If suspicion remains after the documents have been checked, it may proceed to a further examination onboard the ship, which must be carried out with all possible consideration.

5. If the suspicions prove to be unfounded, and provided that the ship boarded has not committed any act justifying them, it shall be compensated for any loss or damage that may have been sustained.

6. These provisions apply to military aircraft.

7. These provisions also apply to any other duly authorized ships or aircraft clearly marked and identifiable as being on government service.



The boarding of merchant ships is an act normally observed in support of UN sanctions against certain countries. A case where you would need to know your rights could occur in Asia, where pirates have operated naval looking vessels (wearing suitable uniforms) and have stopped merchant ships under naval pretenses. While claiming otherwise, their motive has been theft of personal effects or cargo or the ship itself, with no respect to the ship's crew.

1.3 Terrorism

The Law of the Sea does not mention acts of a terrorist nature. However, the 2005 Protocol to the SUA Convention published as an amendment to the liMO Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation 1988' added a new Article 3bis, which states that:

A person commits an offence within the meaning of the Convention if that person unlawfully and intentionally:

- when the purpose of the act, by its nature or context, is to intimidate a population, or to compel a Government or an international organization to do or to abstain from any act;
- uses against or on a ship or discharging from a ship any explosive, radioactive material or BCN (biological, chemical, nuclear) weapon in a manner that causes or is likely to cause death or serious injury or damage;
- discharges, from a ship, oil, liquefied natural gas, or other hazardous or noxious substance, in such quantity or concentration that causes or is likely to cause death or serious injury or damage;
- uses a ship in a manner that causes death or serious injury or damage.



What is interesting here is that, should the Master, officer or helmsman be intoxicated or under the influence of any narcotics when an accident on the vessel leads to death, damage or injury, could the fact that they intentionally took such substances be construed as a deliberate act? What about crew members in a similar state engaged in a bunkering incident leading to pollution?

The transportation of nuclear material is not considered an offence if such item or material is transported to or from the territory of, or is otherwise transported under the control of, a State Party to the Treaty on the Non-Proliferation of Nuclear Weapons (subject to conditions).

Under the new instrument, a person commits an offence within the meaning of the Convention if that person unlawfully and intentionally transports another person onboard a ship knowing that the person has committed an act that constitutes an offence under the SUA Convention or an offence set forth in any treaty listed in the Annex. The Annex lists nine such treaties.

The new instrument also makes it an offence to unlawfully and intentionally injure or kill any person in connection with the commission of any of the offences in the Convention; to attempt to commit an offence; to participate as an accomplice; to organise or direct others to commit an offence; or to contribute to the commissioning of an offence.



It must be noted that these laws only apply where any person or persons have deliberately committed an offence or participated in one. The act of participation is also clarified by the word 'accomplice'. In other words, even if a crew member committed any offence listed, the Master and officers are innocent provided that they did not know about or participate in the action. ☆

Thank you to Capt. Lloyd for allowing partial reprint. Captain's Legal is now out of print with limited availability.

Where is the Captain?



by Captain Pete Booth
#3063-R

The Fall 2009 issue of *Sidelights* contained a wealth of productive reading for the professional mariner including:

- A short

piece by the editor of the Maritime Executive on the travails of the San Francisco pilot of the hapless *COSCO BUSAN* allision with the San Francisco Bay Bridge wherein the pilot, for various reasons, was found guilty in a court of law and sentenced to considerable jail time.

- Another short piece on the collision of two vessels in the Dover Strait by “complacent” watch officers on both ships.

Not mentioned by either of the authors was the involvement of the ship’s masters. In the case of the Chinese *COSCO BUSAN*, the master was along for the ride and did nothing to ensure the safe navigation of his command, leaving the conning of his fog-bound loaded ship totally to the hapless pilot. And, in the case of the Dover collision, neither master was on the bridge.

Last year I published a rather lengthy maritime book, *Sea Buoy Outbound*. Two chapters highlight summaries, photos and accident reports of several highly visible maritime accidents and disasters, both Navy and civilian. The title: *Where Is the Captain?* The prelude to the chapter are some simple words that most any experienced mariner will relate to:

Our profession must hold those mari-

ners to whom accrue the ultimate in responsibility, accountable and no longer rush to blame other factors. The Master is the Captain of his ship and it is he who must take the heat of his omissions, oversights or errors in judgment.

COSCO BUSAN

Allow me a few gratuitous comments regarding the highly publicized case of the *COSCO BUSAN*. After reading the lengthy NTSB report online, I was saddened by the actions of the very experienced pilot in several arenas during his off-duty hours. On the accident morning, in heavy fog, he made a series of mistakes that caused the collision. In my judgment, he had absolutely no business conning a fully loaded, 900-foot ship to sea; he never should have been on the bridge of the ship, given his multiple medical problems, many medications and not fully divulging to the Coast Guard said medications and problems. When he was the pilot, my sense is that he simply made a series of mistakes that any newly graduated third mate would not have made.

But... as any 3/M well knows, the pilot is an advisor to the Master no matter his source of license. The Chinese master of the *COSCO BUSAN* was clearly along for the ride, took zero initiative to plot his ship’s position, did not monitor his radars nor check his large-screen electronic nav gear. (Nor did, apparently, the 3/M on watch.)

Bottom line: *The master of the COSCO BUSAN was 100% responsible for the allision.* He simply stood on the bridge, looked out into the fog, went brain-dead and totally trusted the pilot. Don’t blame the 3/M, the pilot (he just flat screwed

up), the VTS or the incoming current. For what it’s worth, a reading of the NTSB report is an eye-opener regarding the ability of the pilot to handle this comparatively simple piloting job, particularly the graphic details involved in his numerous medical problems and medications.

Dover Strait Collision

Most seasoned mariners have transited the Dover Strait with its well-marked traffic lanes and numerous crossing traffic. In his piece in *Sidelights*, Captain MacDonald sums up the (minor) collision as largely due to complacency on the two bridges as one bulk carrier proceeded serenely NE and the other, a smaller coastal ship crossing the channel with, a guess on my part, a sixty degree crossing situation and clearly the give-way vessel. Only the watch officers were on their respective bridges; no lookouts. Only when past extremis, did one watch officer see the other. Watch officer’s fault? Clearly, yes. Complacency? Certainly. But the somewhat rhetorical question I asked myself after reading the piece and the referenced flyer was *why were not either captains on their bridges?*

Just as the infamous *EXXON VALDEZ* grounding was primarily caused by a 3/M who did not heed his master’s orders (to turn right) so too was a master who could not wait a few minutes to ensure the turn was completed and the deeply laden ship back on its course to sea. My common sense and perspective would argue that the captains of both ships should have been on the bridge or close to it. So, I would argue that the complacency factor on both ships started and ended with two captains who sailed their



ships in heavy-traffic while they rested down below in the early-morning hours. *The masters of both ships are 100% responsible for the collision* and should be held accountable (as too, should the lackadaisical watch officers who seemed oblivious to the most basic of maritime disciplines).

Final Thought

This short piece is not about maritime accidents nor is the purpose to cherry pick a few high-visibility incidents out of the record books. If one googles “ship accidents,” some 9.2 million will come up in but .27 seconds. Some are unavoidable — “acts of God,” perhaps. But, just as in the aviation arena, too many are caused when the head guy erred or just plain was not plugged into his job description. There are few of us in the professional maritime province who has not done something dumb and taken the heat of an irate master, captain or shore-side boss. That said, the prudent mariner learns from the mistakes of others and his (hopefully) as he works up the line of responsibility and authority — as do the vast majority. Too, where there is loss of life, serious injury or significant property loss, the strong arm of accountability must rise to the fore. *That accountability most always will reside in the persona of the vessel’s master.*

Notwithstanding the fact that the vast majority of professional mariners are prudent, qualified, proud, competent and responsible, the above accidents could be replicated thousands of times in the course of maritime history. We in the maritime community can argue all sorts of contributory reasons for mishaps, but in the seagoing arena, the one variable that overwhelmingly controls the outcome is the master. Not only has he total authority to act responsibly, he must also be held accountable for his actions or inattention.

Most mariners know the rules and procedures. But, it is the master who sets the tone for safe and judicious operations

through his standing orders, actions and persona. If he tolerates excesses or mediocrity, he’ll get them. *Master’s get paid 99% for their judgment.* They are the check and balance. There will always be the times when the master’s presence on the bridge is warranted, if for no other reason than two brains are better than one. Unfortunately, too many fail to keep a sharp weather eye for potentially dangerous situations, put too much trust in their watch officers when the going gets tough or just become overly complacent.

Here’s how I would list some core ingredients of the *responsible* and *professional* ship’s Master:

- Through his **standing orders**, he sets the tone for his ship. “This is how I want my ship run — let me know early-on if you need a hand.”
- He is **always available** during high-stress or high-tempo operations such as making the sea buoy in adverse weather, dense traffic or heavy fog in piloting waters. He is not saying he does not trust his watch team as much as suggesting “... sometimes two heads are better than one.”
- He stresses an atmosphere throughout the ship of **safety**. Nits such as no safety goggles, no safety lines, no ear protection are pushed. Not big deals, but if you tolerate cutting corners with the obvious, the big ones may bite you.
- He has **regular inspections**, both formal and informal, to sniff out unsafe

practices such as welding with no fire watch, improper storage of flammables, shaky electrical safety, alarms that don’t work and regular cleaning of galley equipment. Not dictatorial, but rather steady and consistent.

- He **comports himself** as a professional. Very limited alcohol, if at all, gets about the ship regularly, is sensitive to changing weather, knows his vessel and is mindful of any human weakness.
- He **demands excellence** on the bridge. Good lookout, night adaptation, VHF radio on, responsible navigation, updated charts, neat and tidy bridge and so on.
- He never allows himself to **get overloaded** to the point where the safety of his ship or his crew is compromised. A daily nap will do wonders for the middle-of-the-night entry into port, tight traffic situation at 0200 or man overboard at the worst time of night. If his watch team is fatigued, he lends a quiet hand.

Captains derelict in the foregoing elementary examples ought to pursue another profession. Chair-borne experts, the NTSB and shore-based academicians would be encouraged to focus on the actions of the master/captain and resulting accountability instead of trendy notions such as “bridge resource management.” **The laws of the sea are unchanged through the millennia and totally unforgiving of complacency.** ☆

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I Love Freedom

That's Why I've Read Sidelights Magazine Since 1973

by
Captain Daniel Kozak
#974-R

By far, a most traumatic period of the 20th Century U.S.-World history was the potential USSR-Communist Asia (i.e. China, etc.) Communist conquest of the Free World as we know it today. Diabolical Communist slavery was to be the West's future.

I served on Military Duty¹ throughout the entire Cold War, entering into several hot war zones on board USAT and MSTs ships; two carrying ammunition. One of the ships I served on transported combat-ready U.S. troops to the 1950 armed stand-off between Allied Italian troops and armed Communist Yugoslavian forces over the possession of Trieste, Italy. U.S. armed intervention kept Trieste non-communist. We also evacuated Allied Dutch troops from Jakarta, Dutch East Indies while they were under siege by Communist guerrillas and other belligerents. (It's time to set the record(s) straight, don't you think!)

The U.S. Military Group in Greece (USMGG) was in fact late LTG (GEN, Ret.) James A. Van Fleet, USA's anti-communist expeditionary force sent to Greece to expel invading Balkan Communist so-called guerrillas from Greece sent there from Albania, Bulgaria, Yugoslavia and other communist satellites under the guise they were ALL native Greco-communists. The communists invaded Greece under orders from the USSR. Anyone who doubts that has indeed been fooled by world-wide communist swill. LTG James A. Van Fleet, USA, Commander of all Greco-US military forces said in a subsequent 1970s college graduating class speech that the Korean War and the Vietnam War psychology

¹ NYS MILITARY LAW, Art. 11, Section 243; 1. Definition: includes service in the U.S. Merchant Marine and the U.S. Maritime Service as "Military Duty." Other states have similar legislation; the "Fed" does too.

was based on the outcome of the War in Greece (1945- 1950). Except we won in Greece!!! The communist interlopers were expelled from Greece and South Korea by virtue of the 1947 Truman Doctrine.

Also, USMM-crewed Army Transport Service (USAT) ships hauled humane U.S. Marshall Plan cargoes to WWII ravaged European and Pacific nations for some 10 years and evacuated Iron-Curtain displaced persons from 1947 into the 1950s. There were still many uncharted floating WWII enemy mines around. My ship, USNS GEN. HG. HANN and a USAT ship each struck a mine in the English Channel (theirs in 1947; ours in 1950). Theirs exploded; ours didn't!

With that said, here are some FACTS to dwell on:

1) 1945 was a most crucial period, in that The West was forced to give-up Eastern Europe to the USSR and the Soviet threat of nuclear war with the West.

2) Virtually, the only country that valiantly fought the USSR was the anti-communist Ukrainian National Army which had equally fought the Nazi invader of Ukraine until the Nazi's 1945 defeat by the USSR.

3) The West gave up Ukrainian Freedom-Fighters to the Soviets who then slaughtered them (by the USSR KGB) upon their repatriation back to the Soviet Union.

4) Some WWII Nazis were (in my opinion) allowed to escape to the West for political reasons right-up until their capture and return through the latter 20th century.

5) The anti-communist Spanish National Army fought and conquered the Communist so-called guerillas.

6) Communist Dictator Fidel Castro was allowed to conquer anti-communist (pro-Western) Cuba in the 1950s — re: Western bungling of the anti-commu-

nist Bay of Pigs Invasion.

7) Over 200 Anti-communist Polish Army Reserve Officers were massacred by the Soviet Union invaders

8) The anti-communist West virtually allowed the Soviet Union to slaughter anti-communist Eastern Europeans who vied for freedom and independence from the USSR.

9) Several anti-communist nations were subsequently brought under The Soviet Banner. However, in 1947 President Harry S. Truman (D) invoked the 1947 Truman Doctrine which ordered the Soviets to get-out of dominant anti-communist territories — OR ELSE... So that brings us to ...

10) After the British retired from the battlefields of The War in Greece (circa 1945-1948), President Truman sent an expeditionary-force, USMGG, under the command of LTG (subsequently retired General) James A. Van Fleet, USA - USMGG to command all Greco-U. S. armed forces, under the U.S. Military Group in Greece (USMGG.) This signaled the conquest of all invading Balkan Communist armed forces in Greece FOREVER. At the same time, President Truman ordered Gen. George C. Marshall (Joint Chiefs Chairman) to deploy U.S. Forces (mainly the U.S. Merchant Marine i.e. SS-, USAT-, MSTs-ships) around the world to implement the U.S. Marshall Plan and the U.S. Congress 1949 Displaced Person Act designed to free Eastern Europeans from Soviet Union tyranny.

With all of the above in mind, I, Daniel Kozak, having served (as noted above) throughout the entire Cold War on various kinds of Military Duty, do hereby propose that several U.S. medals be cast for service in all Cold War actions; the most prominent to be:

- A) A War in Greece Service Medal
- B) A U.S. Marshall Plan (Humanitarian) Service Medal; and
- C) A (Humanitarian) 1949 Displaced

Persons Act Service medal.

Also, in 1950, U.S. Merchant Marine-manned MSTS ships brought a U.S. expeditionary-armed force to the international armed stand-off between non-communist Italy and (armed) communist Yugoslavia for the possession of Trieste, Italy, owned by Italy since time-immemorial. We helped Italy kick the commies out. On another armed-frontier a MSTS (USNS) expeditionary-force very successfully evacuated anti-communist Dutch troops under siege in the 1950s by Communist troops in Jakarta, Dutch East Indies. This type of combat service should be honored as well. ☆

*Capt. Daniel Kozak served as a USMM sailor on board several USAT and MSTS vessels between 1947 and 1954. He served as CPL, 71 Infantry Regt. NYG (1945-1946) and MISGT, 199th Amphibious Co., USAR (1954-1962) through to his USCGR retirement as LT (0-3) in 1990 after 35 years of military reserve service. Cpat. Kozak served as a Sidelights Contributing Editor under then Editor-in-Chief Capt. Ray Eisenberg, USMS & USNR ret.) in the 1980s. He also served on CAMM's NY Harbor VTS advisory committee in the 1970s. His new autobiography will be titled: "Water*Wind*Fire"..." (Life, Loves & Adventures of an Old Sailor-Firefighter.)*

Was the 1960 USS CONSTELLATION Fire an Accident or Communist Sabotage?

If it was sabotage, then we'd have to say the FDNY served as an auxiliary to the U.S. Navy by fighting a military engagement with the enemy. I was stationed on board the NYCF/B FIREFIGHTER throughout the entire firefighting operation as an FDNY Firefighter. To my knowledge FIREFIGHTER never got any kind of commendation from the feds for its part at The Brooklyn Navy Yard that ominous day. Another "Day of Infamy" by the communists(?) Our vessel should have at least gotten a Unit Citation from the DoN and the DoD (and, perhaps, the FDNY too?).

We really busted our butts on that one! Every foot of 2½ inch and 3½ inch heavy rubber-jacketed hose had to be dragged up from the FIGHTER to the carrier's flight-deck by sheer bull-power. The reason for this type of back-breaking firefighting operation (back then) was that FDNY pumpers couldn't hook into the Navy Yard's hydrants in that FDNY land units didn't carry International Tread to FDNY Tread adapters. However, all NYC fireboats did!

The first-due fireboat didn't arrive

at the scene soon enough to provide the adapters in question. When we were ordered to take-up after an entire night of hard-labor firefighting, all of about 50 100-foot lengths (of hard rubber hose) had to be lowered (by hand) back to the main deck of the FIGHTER and rolled back onto several large reels. To picture that scenario (even today) is indeed overwhelming. That engagement was (to say the least) the heaviest combat I experienced during my entire firefighting career. Throughout the entire operation, we had to "take-a-feed" of smoke from the stack of the FIGHTER as well, in that the wind was blowing from the West where she was positioned to combat the fire.

I ended my 35 yr. plus career afloat as the Senior Licensed Master of the Plum Island Animal Disease Center 3 passenger vessels fleet on hauled cargo and vehicles. I was Captain-in-Charge of three subordinate Licensed Masters. The RACE, PLUM GUT and PECONIC BAY were the gateway to the Atlantic Ocean. ☆

Civil-Military Relations in Disasters Proposal: A USMS ORTU system

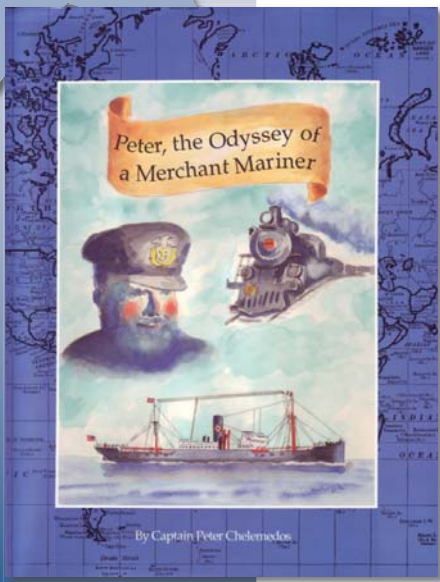
by Capt. Daniel Kozak, #974-R

I'm sure you all know the U.S. Maritime Service was reactivated in 2006, the purpose I'm assuming is to somehow include it in a mission pertaining to national defense USMM training. In 1992, a few of my comments re: a USMS Organized Reserve training Unit (ORTU) system that should be utilized to minimize the hardships then being suffered by Hurricane Andrew victims in southern Florida and which today includes victims of Earthquake Haiti. Scientists are already predicting another disastrous earthquake is brewing in the U.S. and that is; Charleston, S.C. Pres. Bush (#1) ignored my suggestions. However, in the wake of the 9-11 attacks, Pres. Bush (#2) has seen the wisdom of un-retiring the USMS. I can all but assume the reason is as above stated.

During the late 1990s I believe there were some 71 Victory Ships lying idle in the National Reserve Fleet; 10 of which could be used in the USMS as a seaborne disaster-fleet (four on the East Coast, four on the West Coast and two in the Gulf of Mexico) on a part-time reserve basis, i.e. a USMS ORTU functioning as the USCG ORTUs used to do (in my time as a USCGR officer) - similar in nature to the U.S. Maritime Prepositioning Force ships in Asia, except that it would be under the command of USMS Reserve Officers. A USMS ORTU system could indeed train youngsters (like I was at age 16 in 1946) to provide crew members for the Victorys involved.

I have no doubt there are indeed many mariners not sailing who'd be proud to train youngsters in a part-time USMS Reserve. Your most expeditious responses to this message will be greatly appreciated.

I wrote a "factional novel" (as opposed to "fictional") titled *ICE FIRE* emphasizing NYC Fireboat operations with the USCG in N.Y. Harbor. The book is based on the collision-fire between the SS SEA WITCH and the SS ESSO BRUSSELS beneath the Verrazano Bridge in 1973 in N.Y. Harbor. *ICE FIRE* is a must read book about civil-military relations during local disasters. My 1979 Firehouse Magazine 3,000 word article titled *Heroism at Sea* describes the above collision and aftermath. ☆



by Captain
Peter Chelemedos
#1671-R

Peter, the Odyssey of a Merchant Mariner

Chapter 1: The Long Road to Adventure
June 1937-February 1938

The boy who had stood on the beach at Cephalonia Island, watching the ship carrying Odysseus from the neighboring island of Ithaca on his journey into the unknown waters of the Mediterranean Sea, had made a wish to travel, planting a seed into his spirit that was passed from generation to generation over thousands of years, finally coming to abide in the spirit of a distant descendant born in the year 1922 A.D. at Berkeley, California.

Restlessness first seemed to dominate my life about the time I was nine. I have faint recollections of spending nights in various places along the highways of California; of early morning walks through Wildcat Canyon in the Berkeley hills above Albany; and of the many times someone would send for my folks to come to take me home.

Such wanderings occurred often. About every three months I would be on the road again, each time going a little farther from home. Why? I don't know. I was curious and the wide world was more interesting than dull schoolbooks. Maybe it was because of the fights I had with my older brother, who was always trying to outshine me. Maybe it was because of the beatings I got for fighting with my brother. Anyway, I went.

Each time I went, I became bet-

ter acquainted with the highways of California and the ways of the people using them. This included the Highway Patrol, who often were the ones who sent me home again.

On my fourteenth birthday, instead of the bicycle I so wanted, I was given a mandolin and told I would be taking lessons at the Greek Church in Oakland. To this day, I cannot read music and am told I need a wheelbarrow to carry a tune, so this was not a welcome birthday present. I did go for a while, and learned the *Persian Market Song* to play at the Greek Independence Day festivities at the Oakland Auditorium. When the great night came, however, the teacher gave me his baton to lead the group, so even then I didn't get to flaunt my talents. If only he hadn't added, "It will sound better that way."

During high school, one period was spent with the "advisor." My class had Mona E. Ross, a tall lady and a memorably nice person. She enjoyed reading to us to fill in time during the period, and started on a set of books by Howard Pease, *The Tattooed Man* and a sequel, both of which told the continuing adventures of Tod Moran, a young man who walked to the docks of San Francisco and found a job on a tramp freighter. I was enthralled by the stories.

When school was out in June that year, my dad took me over to San Francisco to the Matson Line offices to see about getting me a job of some sort on one of their ships. I guess the news items in the papers of the day hadn't registered with either of us. It was during the 1936 waterfront strike. A friendly picket near

the docks told us what was going on and suggested we return after things were settled.

The following summer, when I "hit the road," I hitchhiked as far as El Paso, Texas. The next day I walked about seventeen miles down the highway to Fabens without even one ride. Talk about hungry! While walking down that highway on a hot afternoon, I reached across the barbed wire fence to pluck cotton bolls to chew on for what nourishment was in the cottonseed oil. When I went over to the water tank by the railroad to wash up a bit, one of the hoboes there told me the next freight train would be coming through in about an hour and



Peter Chelemedos at 14, contemplating the road to adventure.



would stop for water. I figured if I was going to travel in Texas, I might as well ride. So after sharing some “mulligan,” I waited with him in the scrub bushes and hopped on a reefer (refrigerated) car when the train started up. He showed me how to find a “dry” reefer by looking at the drain under the end of each car. We climbed down into the empty ice compartment of a carload of dry groceries.

As the train bounced along toward San Antonio, I found that sitting on the steel gratings in the bottom of that compartment was not the most comfortable ride, but it was a ride. I still have dents in my hide from the gratings in that car. Later, this experience inspired me to write a poem called *The Jungle*, which appears [in chapter 3].

I got off when the train slowed down on the approach to the railroad yards at San Antonio. I felt it would be smarter to walk around the freight yards rather than through since the “bulls” (as railroad police were known) were not kind to the free riders of their trains.

I stayed close to the yards, sighting the water tower near the other end as a landmark, and looked over the area. One of the hoboes told me that if I waited near the water tank, I would be able to catch the train “on the fly” as it started to pick up speed on its way out of the yard.

When I saw there were about seventy or eighty others waiting for this train, I had a feeling this would not be a good idea. Instead, while waiting for the train, I hid in a tree with nice leafy branches I had seen up in the center of the yard. When the train came, I noticed a big “bull” riding on the side of the engine looking over the yard. He got off by the water tower and stood with arms folded as if daring anyone to ride on his train. I managed to get on the train from my hiding place in the tree, and was the only one who rode out of San Antonio on that train.

The next water stop was at a place called Seguin. I made the mistake of walking uptown looking for something to eat. I stopped to stare into the window of a haberdasher’s shop which fea-

tured ten-gallon Stetson hats. A teen-age dream of the life of a cowboy held me there. A local policeman picked me up and held me in the city jail while he arranged with my folks to send me back home on a train as a paying passenger.

On the train, I met Harry Ruser, an elderly gentleman on his way for a winter vacation in Tucson from his home in the east. He was friendly and, after hearing my tale, encouraged me in my seeking independence. Mr. Ruser, pointing out the benefits of more education, talked me into going home for another try.

After some time back at home and school and a few more fights with my older brother, wanderlust again came over me, and the the open road called to me on a warm January day in 1938. I listened. After school one day, I went down to Oakland to my mandolin lesson at the Greek Church, but I didn’t go

in. Instead, I took the red train over to San Francisco and a streetcar to Daly City, and from there walked southward. All night, I remember.

Morning came. I was past San Mateo and started looking to passing motorists for a ride, without success. I cut up the mountain somewhere along the line to try Skyline Boulevard to Santa Cruz. Once in a while, a motorist would stop to ask me why I wasn’t in school, but I’d point to my mandolin case and say I was on my way to visit an aunt down the line at Ben Lomond who was

ill and had been excused from school. I was taking my instrument to keep in practice. This explanation apparently was convincing, for even south of Santa Cruz when the county probation officer was one of my benefactors in the ride south, I told him a similar story. Only a few months previously he had been the one to contact my mother to get me out of the local detention home where I had been held during one of my “trips.” But at that previous date I had told him that my aunt lived in Watsonville, a town farther south than Ben Lomond.

I didn’t waste much time looking for another ride out of Watsonville, and rode over the pass into Fresno and south toward Bakersfield. Then off the main road to Barstow to ride freight trains over the desert along the Santa Fe trail to Yuma and on to Tucson. ☆

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by Captain
Rodger MacDonald
Secretary-General
IFSMA

Some success at IMO

IFSMA is part of the Industry's International Lifeboat Group which was formed in 2006 to challenge the unnecessary deaths and serious injury to seafarers

during lifeboat drills. The key issue initially was the failure of on-load release mechanisms and we struggled against opposition from the manufacturers. However, at the 53rd meeting of the IMO Sub-Committee on Ship Design and Equipment (DE), draft guidelines were agreed upon to address this issue.

These guidelines are to ensure that release mechanisms for lifeboats will be replaced with those complying with new, stricter safety standards in order to reduce the number of accidents involving lifeboats, particularly those which have occurred during drills or inspection.

Amendments to the International Life-Saving Appliances (LSA) Code and the recommendation on testing of LSA, which require safer design of on-load release mechanisms, as well as a related draft amendment to the International Convention for the Safety of Life at Sea (SOLAS) were also agreed.

SOLAS Chapter III Life-Saving Appliances will require lifeboat on-load release mechanisms not complying with the new LSA Code requirements to be replaced no later than the next scheduled dry-docking of the ship following entry into force of the SOLAS amendments.

There is still much more to be done by the ILG, but this is a positive step forward.



Shipping Key Performance Indicators (KPI)

IFSMA is a stakeholder in the Intermanager led KPI working group whose aim is to set standards to raise the quality of shipping on a global basis. As I am sure you are aware KPIs must follow the following points:

- 1) **Be observable and quantifiable.** They use mathematical formula on the basis of unambiguous, observable measurements.
- 2) **Have a valid indicator of performance.** They must express performance within an area which the Ship's operators need to perform well as well as having complete control of the factors affecting the performance.
- 3) **Robust against manipulation.** This is to a large extent related to unambiguous descriptions of the needed measurements with no room for "favourable interpretations."
- 4) **The need to be sensitive to change.** Will actual changes in the Ship's performance be reflected well (by increase/decrease) in the KPI Value over time?
- 5) **Transparent and easy to understand.** Would all of the "users" of the KPI interpret the KPI in the same manner.
- 6) **Compatible.** Is the KPI harmonized with the rest of the performance hierarchy? The KPI must be com-

patible with other KPIs to prevent the decision-makers receiving contradictory control signals.

On 3rd March, IFSMA attended the KPI working group meeting in London and the focus was on environmental KPIs. I mention this as a follow on from my comments in the last *Sidelights*, and just wish to assure our readers that our industry is striving to do its best for the environment. At this workshop we addressed the issues raised at MEPC 59 in July 2009 relating to the prevention of air pollution from ships.

From this, the Energy Efficiency Operational Indicator (EEOI) was developed. The EEOI is an expression of the energy efficiency of a ship operation, taking into account the overall trading patterns of the vessel. The energy used in port, at ballast legs and for servicing the vessel is also included so the indicator is expressed relative to the transport work performed in the reporting period (proposed to use rolling 12 month).

The calculation used is:

$$EEOI = \frac{\sum_j \sum_i (FC_{ij} \times C_{Fj})}{\sum_i (m_{\text{cargo}, i} \times D_i)}$$

j is fuel type

i is voyage number

FC_{ij} is mass of consumed fuel j at voyage i

C_{Fj} is the fuel mass to CO₂ conversion factor for fuel j

m_{cargo} is cargo carried (tonnes) or work done (number of TEU or passengers) or gross tonnes for passenger ships

D is the distance in nautical miles corresponding to the cargo carried or work done

So EEOI = ton CO₂ emitted per ton

cargo sailed one mile. This requires logging of all fuel used, cargo carried and distance sailed for each leg, needs to be implemented in the voyage reporting from the vessel.

There is no doubt that this is a step in the right direction to both show the world that shipping is a much greener form of transportation than road, rail or air and also to give information to ship operators to help them further improve the efficiency of their own ships.

However the working group does have some concerns.

- 1) By not distinguishing between cargo legs and other legs limits the usefulness of the indicator for Ship Managers.
- 2) It is difficult to use the indicator for continuous improvement both in ship operation and in ship management due to the sensitivity to world trade.
- 3) The indicator is influenced by world trading patterns more than the actual technical operation of the vessel.
- 4) The flexibility of the indicator (voyage, distance and cargo — makes comparison or benchmarking difficult).

So perhaps the most apparent usage of the EEOI is to show the energy efficiency of shipping which can be used to compare with other transport modes.

A design concept to improve CO₂ emissions

Continuing on the same theme we hear that the Japanese shipping company NYK is to trial ships that generate bubbles on their underside to see if they reduce water resistance and, therefore, CO₂ emissions. The Japanese carrier jointly developed the air lubrication system, which reduces frictional resistance by means of bubbles generated by supplying air to the vessel's bottom, with Mitsubishi Heavy Industries. The system is expected to reduce

CO₂ emissions by approximately 10%.

Apparently trials will be conducted using module carriers – heavy-load ro-ro carriers used to transport structures to be installed on oil/gas development sites or industrial locations. Module carriers were chosen because they have a wide, shallow-draught hull that generates relatively little water pressure, which minimises the electric energy required by an air blower to supply the bubbles. The flat, wide bottom also means the air will be better retained under the vessel.



2010 the Year of the Seafarer

Plans for the IFSMA Seminar in Manila to celebrate the Year of the Seafarer are well underway. It will be held on 26th June immediately after the STCW Review Conference. The IMO Secretary General will be giving the Keynote Address and many other high profile speakers will be in attendance. Details of how to enroll will be placed on the IFSMA website in April.

Closer to Home

Just an early notice of 2011 intentions that subject to agreement at the IFSMA AGA we will hold our 2011 AGA in Halifax, Canada. We are also hoping to hold a command seminar in Montreal or Quebec shortly after that event. This is to offer an opportunity for all the North East Seaboard and Great Lakes Shipmasters to participate in formulating the future for our industry.

But West Coasters should not feel left out. Our friends in the Nautical Institute are intending to have its annual meeting in Vancouver and hopefully attach that to another command seminar. So watch this space. 🌐

Strategic Plan

IFSMA is an international organisation of current and former Shipmasters on all types of ships and who are in possession of an internationally recognized Certificate of Competency, and organisations representing such Shipmasters. Shipmasters are those who are in possession of an internationally recognised Certificate of Competency, issued by the Government of an established maritime nation who are serving, or have previously served, in command of seagoing ships whether or not engaged upon International or Domestic Trade.

Mission Statement

IFSMA's mission is to be an independent and financially viable organisation dedicated to upholding International Standards of Professional Competence for Seafarers and to represent the views and professional interests of the serving Shipmaster.

Aims

- To represent in one professional body the Shipmasters of the world, to safeguard professional standards and interests in all maritime matters in order to enable Shipmasters to carry out their responsible duties in an acceptable and competent manner.
- To provide a high quality, cost effective service to Member Associations.
- To achieve effective and timely introduction of policy decisions
- To seek to ensure that policies and objectives determined by Members at the General Assembly and by the Executive Council are implemented.
- To extend IFSMA's influence and support and cooperate with other like-minded organisations, with a view to forging strategic links and expanding the influence of IFSMA.
- To recruit and retain Member Associations

IFSMA's Policy Book, recently updated in August 2009, is available on the IFSMA website at www.ifsma.org.



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From the Master's Desk



by Captain
Jim Calvesbert
CMMC National
Master

Looking out my window on this bright and sunny afternoon leads me to think about being back in the Gulf of St. Lawrence ice-breaking during the winter season. Today, however, my thoughts have published *Preliminary Guidelines: Post-Piracy Care for Seafarers*, outlining preliminary strategies on caring for seafarers (merchant mariners) affected by piracy. The document is based on cutting edge mental health research and ongoing discussions with shipowners, crewing agencies, representatives of governments, and other stakeholders in the industry, and provides practical guidelines for the maritime industry.

On a separate topic, there still exist unscrupulous owners who do not treat the mariner with any degree of human conscience. The ITF recently congratulated Danish authorities for acting to avert a potential miscarriage of justice against three seafarers. The German captain/owner of the *CORMORANT* took away the mariners passports and other personal belongings and prevented them leaving the ship. They and the ship were abandoned in Frederiksvaerk, Denmark, in December of last year. The situation has been resolved but only after the mariners were close to being deported which would have eliminated any potential for further work opportunities in Denmark.

On a more positive note, our executive has recently begun using a new com-

munication method for national teleconferences which has the potential to reduce our long distance phone charges by about \$1,500 per year.

In keeping with the IMO theme "2010: Year of the Seafarer" the Newfoundland and Labrador Division has secured Capt. Hartmud Hess, from IMO, as the keynote speaker for the 4th Annual HR Solutions Seminar that they will be holding. This seminar may also be taking on a more prominent role as part of Transport Canada's official activities for the International Year of the Seafarer. Look for more information for NL Division in the future.

And finally, I would ask all Divisional Masters and the National Executive to please start thinking about our AGM to be held October 2-3 of this year. The venue of Chemainus, BC promises to be an enjoyable change from "the big cities". 🍁

From the Bridge is the CMMC's newsletter and can be found on their website at www.mastermariners.ca under "From the Bridge" on the left navigation panel.

thoughts move toward three articles in this edition of *From the Bridge* dealing with piracy which creates for me a sense of urgency for the requirement of coastal countries to spend time searching for a resolution to this problem.

At a recent Maritimes Division meeting, a speaker from the Centre for Foreign Policy Studies at Dalhousie University delivered a thought provoking lecture about the causes, and associated problems, of piracy in the Somali area. It isn't just a question of armed intervention, but also of eliminating the reason for piracy in the first place, and of providing assistance to piracy incident survivors.

The Seamen's Church Institute (SCI)

affects the balance of power and exposes the vulnerability of North America and Europe. Mugridge identified some of the problems, possible root causes and solutions.

Capt. Alan Stockdale, a founding Maritimes Division member, then spoke on behalf of the merchant seafarers, about 200 of them, who are held hostage by the Somali pirates, scapegoats, while ransom money for release of captures ships is negotiated with shipowners. Although, to date, murder has not been committed, their lives are on the line.

Both speakers, after a number of questions, received a round of applause. More details are found in the March 2010 *Foghorn* on the CMMC website, under Maritimes Division. 🍁

Maritimes Division

Excerpted from March 2010 Foghorn

At the February Divisional Meeting, Lt.Cdr. David Mugridge (MA, MSc, MNI, RN) from the Research Fellow at Centre for Foreign Policy Studies, Dalhousie University, Halifax, spoke of the "dichotomy of globalization" which is a modern marvel of transportation and distribution of goods world-wide but its down-side in that it facilitates illegal activities of organized crime, non-state terrorism, piracy, kidnapping, smuggling of goods and people. This



Maritimes Divisional Meeting, February 2010



by Captain
Geoffrey S. Vale
MNI, MA
CMMC Member

Collision between the M/V SUN DIAMOND & M/V ERAWAN

In the early hours of Sept. 25th, 1973, the 19,316 tonne dead weight cargo vessel *SUN DIAMOND*, in ballast condition, was inbound to Vancouver, B.C. Canada. In the vicinity of the West Point Grey Buoy she was in collision with the 15,190 tonne dwt *ERAWAN* outbound from Vancouver with a partial cargo of potash.

Both vessels were similar in many respects; the *SUN DIAMOND* had a length overall of 147.2 metres and beam of 19.23m, whilst the *ERAWAN* was 141.05m LOA with a beam of 20.58m; their summer loadline draughts were similar at around 8.40m; and both were diesel powered, the *SUN DIAMOND* having 8,000hp and 14.25 knots, the *ERAWAN* had 7,500hp and 15 knots.

Each of the vessels were under pilotage, and in a preliminary enquiry later it was alleged that in the pitch dark the outbound vessel's navigation lights were indistinguishable against the brightly lit West Vancouver mainly commercial shoreline. Be that as it may, one would think that the radio communications available would have forestalled the close quarters situation which resulted in the bow of the *SUN DIAMOND* cleaving its way into the starboard side of the *ERAWAN* at the junction of the No. 3 and 4 holds. The *ERAWAN* was a standard SD 14 cargo carrier built in Sunderland UK and touted as a great replacement for the Liberty

ship of the war years.

The *ERAWAN* had 4 holds, each with a tween deck, situated forward of the bridge and accommodation and a No. 5 hold, with no tween deck, situated abaft the Engine Room and accommodation. There was massive damage to the *ERAWAN*; the main deck and sheer-strake connection had offered some resistance to the soft-nosed bow of the *SUN DIAMOND*, which now resembled the mouth of a shark in the stores area under the forecastle head. The main deck and sideshell of the *ERAWAN* was curled up in the case of the former and opened up like a sardine can in the case of the latter. The corrugated steel bulkhead between No. 3 and 4 holds was torn away and the forward motion of the *SUN DIAMOND* was only really arrested when the forefoot and bow of the *SUN DIAMOND* began to meet the strength of the No. 4 hatch coaming, masthouse and winch on top. More particularly, when the forefoot tore into the No. 3 and 4 double bottom tanks, here strength met strength, and the motion of the *SUN DIAMOND* was finally arrested. Meanwhile the double bottom tanks were open to the sea and some 200 tonnes or 227,000 litres of medium fuel oil was spilled, with an alleged 45,000 litres landing on Vancouver beaches. Later some 136,000 litres was contained by floating booms.

At the time of this incident I was the Senior Cargo and Hull Surveyor with a well known and long established surveying and average adjusting company, Boyd Phillips & Co. of Vancouver, a subsidiary

of Dale and Co. They in turn were the settling agents for many world wide marine insurance companies including one of the largest in Japan, Tokyo Fire and Marine, who held the insurance of the *SUN DIAMOND*. Consequently I was appointed to represent the underwriters' interests in the *SUN DIAMOND* and, of course, to keep an eye on the other vessel.

In all honesty, I had never before been involved in such a huge case and was much helped by the then Salvage Association Surveyor in Vancouver, Denis Morell, who represented the underwriters for the *ERAWAN*.

As both vessels were now in Vancouver, I took the opportunity to get a preliminary look at the damage. The *SUN DIAMOND* was berthed at Centennial Pier and, at first sight, the damage appeared to be largely in the fo'c'sle area, but on closer examination the majority of the stem was seen to be set over to starboard with a massive indent to port above the waterline. Of course the underwater damage at that time could only be guessed at.

Arrangements were made to place the *ERAWAN* in the care of the Burrard shipyard in Vancouver, and, after a further examination by a diver, it was considered safe to transfer the *SUN DIAMOND* to the graving dock at Esquimalt, Victoria, B.C., to be placed on the blocks for further examination.

Meanwhile the Transport and Port Authorities were busy with the oil spill,
Continued on next page >>>



Sun Diamond >>>Cont'd from page 35
containment and clean up of the oil on the beaches. I would say that it was this collision and its aftermath that really brought the attention of the authorities to the problems associated with a collision in waters close to a major Canadian port.

Once the *SUN DIAMOND* was safely on the blocks of the graving dock and the dock dry, Thomas Morgan, Surveyor, representing NKK, the Japanese Classification Society, and I jointly examined the forefoot area of the vessel. It was a mess! Some 12 metres of the lower section of the forefoot had been ripped from its adjacent plating and set over to starboard. There was obvious major damage to the double bottom and strengthening structure around the forefoot and probably much more hidden damage above that which we could not see. To prepare a found and recommended list of repairs in such a situation for this damage was impossible, and it was agreed that the best way to meet the situation was to request shipyards to bid on a price per pound of new steel installed, in a prime painted condition. This price would

cover the labour costs of the shipyard in cutting away all the damaged steel and preparing the sound portions for the welding on of new material. Other damages to items of equipment were assessed as to whether they were repairable, if so costs for so doing were established, if not new items were supplied. Additionally, final coating in owners colours to all new and repaired items was to be added to the total cost.

Burrard Shipyard, who had docked the *ERAWAN* in their floating dock, were given the contract to repair the vessel after a similar price per pound of primed installed steel was agreed and Yarrows Shipyard, of Esquimalt, was given the contract for the repair of the *SUN DIAMOND*.

About this time, much to my dismay, I found out that in order to be able to endorse the final invoice that the repair cost was in all respects fair and reasonable for the work involved, I would have to measure every new piece of steel, and, by using my steel tables establish their weights and thus the value of the steel installed. Not only was this to be done on the *SUN DIAMOND* but also on the *ERAWAN*

so that suitable comment could be made regarding their costs of repairs.

Initially I commenced on the *SUN DIAMOND* with no enthusiasm at all, but as I got into the innards of the double bottom soon found that most of the internals were constructed of about three basic dimensions which were soon recognisable, then it was only a case of measuring the length that had to be replaced and the total number of a certain size of knees etc. I filled page after page of my notebook, then, usually in the afternoon, would retire to a small windowless room placed at my disposal by Yarrows, and commence the many multiplications necessary; no calculators then (well, I did not possess a portable, mini-sized one), the only aid being log tables for some of the more difficult calculations. As soon as I completed a page, with notations and figures, I took it along to the manager's secretary, who had kindly offered to type up my report; the sizes etc. formed over 12 legal pages.

As the above was proceeding visits, had to be made to Burrard shipyard back in Vancouver. Here it was a different story, whole areas of sideshell, main and

Damage to M/V *SUN DIAMOND*



Above: Under Foc's'le head, store, port side, looking forward. Center: bow and forefoot set over to starboard. Right: lower portion of frames torn and internals buckled.





tween deck plating had to be renewed and, together with the associated frames and underdeck beams were large in actual size and good progress could be made. At this point I noted that a large angle beam had been welded across the space of the sideshell where the bow of the *SUN DIAMOND* had pierced. The shipyard advised this had been placed and welded when the vessel was still afloat in order to stiffen the shell before the water was pumped out of the dock.

The repairs the double bottom tanks were a whole different matter, the collision had opened up the double bottom tanks to the sea, and the worst area was where the fuel had been. The potash in the No. 4 cargo hold had flowed down through the holed tank top and into the double bottom tank to mix freely with the fuel oil and sea water. The result was not pretty and much labour and cursing was expended getting the mixture out of the tanks and the steelwork reasonably clean before cutting torches could be used to crop out the damaged material. Once again, numerous measurements had to be obtained, but heartened by my previous experience, now more skilled

progress could be made. In the case of the *ERAWAN* there were numerous items of equipment and associated vents, sounding pipes and support structure to take into account.

Fortunately, the two shipyards involved had no other repair work on hand and good progress was made, in particular at Yarrows, as they had no oil/potash mess with which to deal.

The severity of the damage suffered by both vessels would indicate that they were probably both travelling at manoeuvring full speed, probably about 11-12 knots. It would seem from the damage that the bow of the *SUN DIAMOND* initially struck the other vessel at an angle of about 30 degrees on the bow, but I have no knowledge of the actual positions with reference to one another that the two ships had prior to the collision. Nor was this information ever given to me, nor was I made privy to the division of blame. I can say that the final accounts in both cases were just over \$500,000. As that accident occurred 37 years ago the possible cost in today's dollars might be \$3,500,000 each..

Just for interest, the *ERAWAN* was

owned by John Swire (Shipping) Ltd., a very old, well established and rich company operating out of Hong Kong and London, UK. That company was, and might still be, part of the Butterfield and Swire shipping group very well known in this part of the world. The HBSC (Hong Kong and Shanghai Banking Corporation- Canada) logo shows what was the house flag of the shipping group, namely 4 triangles, two white horizontal, one to the mast and the other to the fly, and two red vertical, with their bases on the upper and lower edges of the flag. This Company was noted, many years ago, as being quick off the mark, inviting deck personnel in the UK, who had just received official notification of their passing the 2nd. Mates Foreign Going Certificate to join their Company in the Far East. The pay and conditions were good, but I believe the contract long. However, many of us, having spent 3 months ashore studying after completing an Apprenticeship or Cadetship at about 144 Pounds per year (in the last year, less previously) were desperately short of cash and a number of people took up the offer. 🍁

Damage to M/V *ERAWAN*



Above: Main deck and gunwale angle bar, heavy damage. Center: Sideshell, in way of No's 3 and 4 holds, opened up. Right: No. 4 clean up of oil, potash and sea water underway.



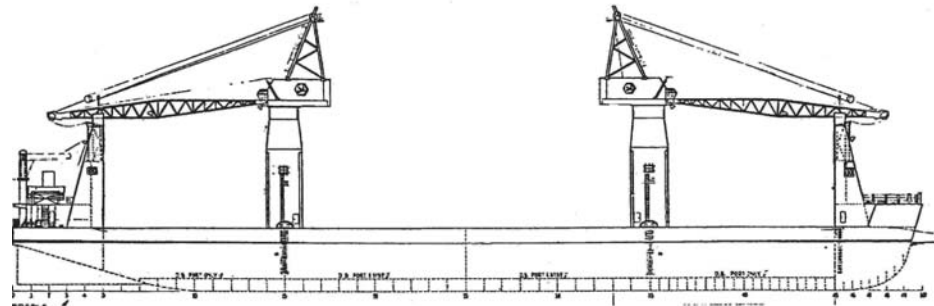


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by Captain
Don Rose
CMMC Vancouver
Divisional Master



RIVTOW HERCULES

The Self-Loading, Self-Dumping Barge

April 2005 the RIVTOW HERCULES completed 1,500 trips carrying raw logs along the West Coast of North America, towed by the 6,200 hp. ocean going tug RIVTOW CAPT. BOB.

The self loading, self dumping log barges are a type of vessel unique to Canada's British Columbia Coast. Their purpose is the efficient transportation of raw logs in exposed waters. They evolved through a great deal of trial and error. The first were old sailing ship hulks that were loaded and off loaded from an external facility. Later came the self dumping log barge (flat deck) that was loaded from an external facility and dumped similar to as they are now. From these evolved the self loading self dumping log barge like the RIVTOW HERCULES.

On a typical trip, the empty barge RIVTOW HERCULES will arrive at a logging camp or log storage facility. Meeting it there will be the crew of the log storage facility with a small tug that will assist the RIVTOW CAPT. BOB secure it for loading. Also arriving via alternate means of transportation will be four crane operators to load it.

At first it will be secured to the storage facility then two dozer boats (small 5m tugs) will be launched from the aft end of the RIVTOW HERCULES. The purpose of the

dozer boats is to place the logs alongside the barge for the cranes to pick up and load on the deck.

The crane operators proceed to prepare the barge for loading. This will include stripping the ballast and tipping tanks of any remaining water and servicing the cranes and grapples. The dozer boats operated by crew members from the tug will proceed to placing logs alongside the barge for loading.

When the tanks have been stripped and all valves closed and the cranes serviced and warmed up, loading will commence. During the loading operation the crane operators spell each other off in three hour shifts. If all the logs are at one location loading time will be from six to eight hours. If they are at more than one location loading time will of course be longer.

The barge must be loaded in such a way that it will have a proper trim for towing and stability for transiting open exposed waters with foul weather. Not only must the cargo remain on the barge during transit, it must come off on arrival at destination. A great deal of expertise is required by the crane operators to knit the load together.

When loading is complete a stability test is done on the barge, the dozer

boats are loaded back on the stern of the barge and the cranes are secured for transit. The crane operators leave for home and will meet the tug and barge at the next loading site. The tug and barge are singled up and the journey to the destination of the cargo is started.

During the transit to the destination of the cargo, a wide variety of wind, tidal and sea conditions are common to be encountered and the trip could take several days. The passage may be through narrow channels with swift tidal streams, to open ocean with varying and often rough sea conditions.

There are a number of narrow channel on the British Columbia Coast with tidal streams so extreme that they can only be transited with a loaded log barge when the current is at its minimum velocity.

RIVTOW HERCULES

Built 1981

Length: 121.92 metres

Breadth: 28.68 metres

Depth: 8.02 metres

Carrying capacity: 15,240.86 metric tonnes

Fitted with two cranes each capable of lifting 60 tons of raw logs.

RIVTOW CAPT. BOB

Running light 12.8 kn.

Towing RIVTOW HERCULES empty 11 kn.

Towing RIVTOW HERCULES loaded 9 kn.



Timing to arrive at these passes during slack water is part of the tug crews navigating procedures. While transiting open exposed areas during foul weather, various weather courses may have to be steered to prevent the barge from rolling excessively and losing its cargo before arrival at destination.

On arrival at destination, a small tug will come alongside the *RIVTOW CAPT. BOB* and pick up the Mate and a Seaman and take them back to the barge. When the crew members are on the barge the small tug will put its towline on the barges stern to assist holding it in position while the pre-flooding and dumping procedures take place.

On the barge the crew will service the generating machinery and check that the cranes are locked in place. Confident that everything is secure the sea-chest will be opened along with a series of other valves to pre-flood ballast and tipping tanks with sea water. (Pre-flooding

and ballast transfer are done by gravity.)

With the pre-flooding completed, the barge in the right position on the command of the Tug Master the dumping procedure will start. Because the *RIVTOW HERCULES* discharges its load from the port side, ballast water is first transferred from the starboard side to the port side tipping tanks.

It is common that after all the ballast water is transferred to the port side of the barge, it has not dumped. With the ballast water transferred the sea-chest is opened to allow more water into the tipping tanks.

With the sea-chest open and water flowing into the tipping tanks the barge will continue to heal over. It is common for the barge to dump at 26 to 30 degrees of heal. Dumping time from arrival to departure usually takes from two to three hours.

When the barge dumps, it actually moves rapidly out from under the load.

The load does not move until the barge has left it.

When the barge starts moving out from under the load it moves sideways to starboard at a rapidly increasing rate of speed for a considerable distance. At this time the small tug connected to the stern of the barge disconnects itself completely. The towing tug slips out its winch line so it will not be pulled over by the force of the barge moving sideways.

When the barge has settled down from its sideways run the Mate and Seaman close up the barge, leaving the sea-chest and tipping tank valves open to allow the forces of gravity to drain the water from it. The assist tug will then bring them back to the *RIVTOW CAPT. BOB* and another trip to load logs will begin. In about an hour she will level off.

A round trip for the *RIVTOW CAPT. BOB* and *RIVTOW HERCULES* can range from 200 to 2500 miles. 🍁

RIVTOW HERCULES in Action



Three dozer boats stowed on the stern of the *RIVTOW HERCULES*.



RIVTOW HERCULES loading.



RIVTOW CAPT. BOB and *RIVTOW HERCULES* arrive at destination.



RIVTOW HERCULES pre-flooded and ready to start tipping procedure.



RIVTOW HERCULES starting to heal over to port.



Ballast water transferred and not dumped.



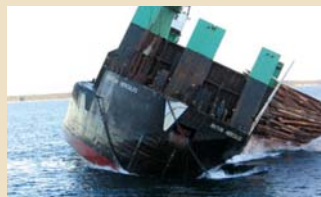
RIVTOW HERCULES sea-chest open and going over.



RIVTOW HERCULES getting close to dumping.



There she goes!



RIVTOW HERCULES gaining speed.



RIVTOW HERCULES clear of the load, however, continues to move sideways at a rapid rate of speed.



RIVTOW HERCULES decks are clear and she is now losing momentum.

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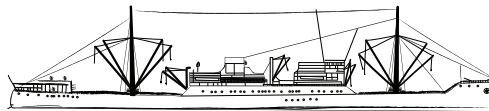
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