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# Sidelights

April 2011

Vol. 41, No. 2

Written by Masters & Pilots, for Masters & Pilots

## The Master and the Burden of Regulations 2011 CAMM AGM / PDC Baltimore



Published by the Council of American Master Mariners, Inc.

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



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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

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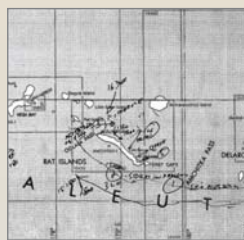
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**NOTICE** The articles in this magazine are entirely those of the writer, and do not necessarily reflect the views of CAMM nor its Board of Governors.

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Anyone interesting in restarting this chapter, please contact National President Capt. Cal Hunziker.

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Captain Cal  
Hunziker  
CAMM National  
President

## LOSING OUR HISTORY

Just before I begin to write this, I received two more obituaries from older members, or as Tom

Brokaw referred to them “our greatest generation”, who served during World War II, the Korean War, and Vietnam. It reminded me that four years ago Captain Tom Bradley had requested that chapters either videotape or audio tape older members for their stories and histories. Unfortunately, there has been very little done to preserve the stories and histories that these men have to tell.

We are missing out on being able to preserve the histories and stories of convoys to Murmansk, North Africa, and across the Pacific, both successful and those that were outright disasters, the triumphs of those that made it safely and the stories of those comrades that didn’t survive. Accounts of being torpedoed and sunk and incredible survival with sometimes months afloat with little or nothing to eat or drink except what they could catch or collect. It’s stories like these that remind us of the sacrifices that those who went before us endured.

In Captain C. E. Chester’s case there was one paragraph in his obituary devoted to his wartime medals and the fact that he was aboard the first American vessel, the *EASTERN SWORD*, sunk by a German U-boat before America entered World War II. *Sidelights* and CAMM were lucky, as Captain Chester’s exploits

were covered in detail in its Winter 2007 and Summer 2008 issues. Unfortunately, others have passed without recounting their stories and losses like these can never be recovered unless the departed has either recorded them or put them down on paper. If we do not want to lose our maritime history, it is imperative that we begin to record these personal histories before they are lost forever.

How quickly our nation and government forgot the sacrifices these men endured. Although the American Merchant Marine was the backbone in the supply chain in both the Pacific and Atlantic and as a percentage, lost more men than the other services combined, it took years for any recognition of their heroic efforts to keep the bullets, bombs, tanks, and food flowing from American shores to the war front. Help us to preserve this history. The next time your chapter meets, ask an older member if he wouldn’t mind sitting down for a few hours and record what he remembers.

As an example of history preserved, we’ve included a brief article, gleaned from Lewis & Dryden’s *Marine History of the Pacific Northwest* printed in 1895. The book is a fascinating account of seafaring on the Pacific Coast. I hope to include other articles from this account in future issues of *Sidelights*.

On another note, and a follow-up to my *View From the Bridge* last issue, Somali pirates have now killed four Americans whose yacht was captured in the Indian Ocean. This escalation of danger to seafarers, no matter if they are yachtsmen or merchant seamen has got

to stop. As of this morning, there is an additional Danish yacht with four adults and three children on board who have been captured and are being threatened with death. This issue is no longer an economic one, with the disruption of the free flow of commerce and the paying of ransom to free the vessels, crew and cargoes. It has rapidly deteriorated into a matter of life and death for seafarers such as you and I.

CAMM again renews its call to the governments of the world, maritime or not, to put a stop to this lunacy once and for all. The American navy and marines put a stop to the Barbary pirates in the early 1800s, and it’s time they do so again in Somalia.

I’ll be looking forward to seeing many of you at the AGM in Baltimore next month. I look forward to continued discussion on both the subjects of maritime history and CAMM’s position on piracy during the meeting.

Captain Calvin C. Hunziker



The *USS ENTERPRISE*, capturing the corsair *TRIPOLI* in 1801.

# Council Reports

*"A community is like a ship; everyone ought to be prepared to take the helm"*

— Henrik Ibsen

## Secretary's Report

*Submitted by Captain Donald Moore, Jr.*

Just a few more weeks and we will be attending the Annual General Meeting in Baltimore. Captain Joe Hartnett and his crew are setting up what looks like an excellent affair. In addition, this year, we are combining our activities with a seminar conducted by IFSMA and The Nautical Institute. The whole week promises to be a great success. Very soon the National will be sending out a written agenda for our AGM on Friday April 29<sup>th</sup>.

Our new member drive continues to show progress. Our Panama Canal project has produced three new member applications so far. A list of the new members approved since the last issue is published elsewhere in this edition.

The National Board of Governors continues to work on the CAMM Strategic Plan. The Seattle Chapter, at the direction of the National President, has sent out the first electronic survey and is now waiting for replies. Over six hundred email surveys were distributed and we have received over 180 answers. A second set of questions are now being edited and will be distributed soon. We hope to have four sets of questions eventually sent out before the AGM. This should give a good starting point for discussion.

Our bank account is healthy, our IRS tax return for fiscal year 2010 has been submitted, preparations for the AGM are in hand, and new ads for *Sidelights* have been received. Looking forward to seeing you at the AGM in Baltimore.

Captain Hunziker and I are finishing our terms of office and will turn over the watch in April of 2012. It is not too soon to begin the search for our successors.

## Sidelights Committee

*Submitted by Captain Tom Bradley*

*Sidelights* continues to be a strong form of communication with our members. Behind the scenes, we expanded our list of content reviewers and copy editors to ensure our publication maintains high standards.

*Sidelights* relies on advertising revenue to cover production, printing, and mailing costs. If you use the services of any of our sponsors, please be sure to mention to them you saw their ad in *Sidelights*.

## Seattle / PNW

*Excerpted from SeaPacNewSletter*

A great turnout of 28 for our special February meeting featured a number of special gift basket raffle prizes, flowers for the ladies and table treats for everyone.

In the downstairs banquet room of the Rock Salt Restaurant, the Seattle Chapter President, Captain Richard Klein, led off the event with a big welcome to Seattle CAMM members and special guests. He then provided a brief review of Seattle Chapter activities and future schedule of events. He reminded everyone of the CAMM National meeting to be held at the end of April at the MITAGS facility in Baltimore, MD.

Also discussed was a piracy update with the latest numbers of ships and maritime crew being held hostage in Somalia. Of recent interest was the South Korean military action to retake a hijacked ship with Korean sailors onboard. A number of captured pirates have been sent to South Korea to be tried in court there. In the February 2011 issue of *Sidelights* magazine, CAMM National President, Captain Cal Hunziker, wrote an editorial column titled: *"It's High Time to Stop Piracy."* He noted that piracy attacks have actually increased in other parts of the

world in addition to the waters off of Somalia, perhaps because others have seen how successful the Somalis have been with getting ransom payments.

Prior to lunch being served, a special "Captain's Wife Recognition Award" was presented to Mrs. Kay Chelemedos. She and Peter were married in 1943. In his acclaimed book, *Peter, the Odyssey of a Merchant Mariner*, Peter shared the story about the time, in February of 1944, when he and Kay had unknowingly mailed nearly identical Valentine's Day cards to each other. At today's ban-



*Mrs. Kay Chelemedos, recipient of the SPNW Chapter's "Captain's Wife Recognition Award," beside husband Peter Chelemedos.*

quet, Captain Chelemedos remarked that, somewhere at home, those two cards were still in their possession. In addition to a bouquet of flowers, a well-deserved round of applause was given to the lovely couple.

This luncheon also featured a number of seasonal gift baskets for the raffle. Thanks to the chapter officers and their wives for the donated items. Appreciation also to Mrs. Jackie Moore for supplying the delicious candy treats and to Captain Subcleff for the donation of the red roses for all the ladies.

The after-lunch presentation was by

Chapter member, Captain Jim Herron. No longer sailing, he now teaches at Ballard High School. But he still had one voyage he wanted to make, to the one continent he had yet to visit. So, at the end of November, 2010, going this time as a passenger, he boarded the Antarctica expedition ship, *NATIONAL GEOGRAPHIC EXPLORER* at the departure port of Ushuaia, Argentina. Captain Herron kept in contact with his students and friends via an internet travel blog ([www.travelblog.org/Bloggers/Jim-Herron](http://www.travelblog.org/Bloggers/Jim-Herron)). On the return leg of the voyage, there was some unanticipated excitement when their ship was requested to stand by and assist another Antarctic cruise ship, *CLELIA II*, which had its communications gear wiped out by heavy seas. Jim and the rest of the passengers on the *NG EXPLORER* got to watch as the line throwing apparatus was successfully used to transfer a satellite phone over to the cruise ship *CLELIA II*. Jim had good reviews for the professionalism of the Officers and Crew of the *NG EXPLORER* as well as the state-of-the-art equipment and facilities on board.

### **Columbia River**

*Submitted by Captain Tom Bradley*

We continue to meet at our new location, Red Lion on the River, a big improvement over the former location. We sent out a poll to our local members, asking, "if they could go to a meeting, what day would be best and where?" Results pending. At the last meeting, we discussed ways to grow CAMM and our chapter, the upcoming AGM in Baltimore, and what should be done to stop pirates.

### **San Francisco Bay Area**

*Submitted by Captain Klaus Niem*

After a short Christmas vacation the chapter convened with their monthly meeting on February 1, 2011 at Sinbad's Restaurant in San Francisco.

We discussed recent news releases: out-of date onboard charts and other nautical publications still appear to be a contributory cause of shipping acci-

dents; USCG lifejackets regulations meet SOLAS amendments; criminal fine for falsification of oil record book entries; a violent piracy incident, involving a South Korean ship; CFR notices of inquiry (see page 13); and a ship-owner fined for failing to provide adequate rest for crewmembers.

Captain Pat Moloney presented us with the proposed sailing route for the America Cup. The route crosses inbound/outbound traffic lanes including ferry routes. The race route may be extended West of the Golden Gate Bridge, depending on wind conditions. Pat also iterated that the *SS JEREMIAH O'BRIEN* (JOB) will be operating as a viewing or support platform for the races and needs to increase the steaming (MMD) crew by 300%. He encourages licensed/unlicensed seamen to sign up as volunteers. The *J O'B* is going into shipyard in the fall. Prior to that they will be offloading about 1100 tons of lead ballast donated for the 1994 Normandy voyage and replacing it with concrete blocks. Sale of the lead will pay for the drydocking in the fall.

Captain Chick Gedney reviewed the reason of the grounding of the *HSAU MING* off the coast of Australia. The vessel had enough fuel on board for a transit to China. The second mate plotted the ship's position at 1600 and turned the watch over to the chief mate. The chief mate said he was intending to fix the position by GPS at 1630, but later decided to wait until 1700. When the chief mate plotted the 1700 position and realized the danger, he ordered hand steering and hard right rudder. It was too late. The ship ran aground at 1705 before it could start to turn. Weather was clear with good visibility. Both the Australian coast on the port side, and North Island (at about six miles off) on the starboard side were clearly visible.

Positions used were taken only with the GPS. The route had been changed but the GPS had NOT been re-programmed. Though land was clearly visible on both sides of the ship, no bearings were taken, no DR's plotted, no course change bearing plotted and no danger

bearings plotted. The chief mate though transiting dangerous waters, did not plot the ships position for one hour after taking over the watch. If he had plotted the 1630 position he would have seen the ship was almost to the required course change. The master left an officer who only had three hours sleep in the previous 24 hours in charge on the bridge while transiting dangerous waters and the master was in his office making out his loading report. This looks like a classic case of casual reliance on electronic navigation devices while good seamanship was ignored.

### **Los Angeles / Long Beach**

No report submitted.

### **Houston**

*submitted by Captain Tom Stapleton*

We're back! After the chapter lay dormant for more than six months, nine brave souls ignored freezing rain and high winds to attend January's luncheon at Landy's on the Kemah Boardwalk. We elected 2011 chapter officers: President, Captain Tom Stapleton; Vice President/President-Elect, Captain Ed White; Secretary, Captain Augusta "Gussie" A. Roth; and Treasurer, Captain Wayne Farthing.

Initial business included jump-starting the chapter with realistic goals: interesting monthly guest speakers, continuing to actively support the CAMM Cadet Chapter at Texas Maritime Academy (TAMUG), reaching out to the community and high schools in promoting the US maritime industry, growing our membership, making the chapter relevant and interesting, and lastly, creating the 'Best of the Best' program (this will be explained with the roll-out in the next edition of *Sidelights*).

Captain Tom Stapleton gave a PowerPoint presentation on Intermodalism and how the one American shipping company literally saved our nation's railroads from economic extinction in the 1980s with the invention and implementation of the

*Continued on next page >>>*

**Council** >>>Continued from page 7  
 stack train concept. When the railroads were approached and asked to build the special cars and run this 'Land Bridges' transcontinental, they declined. Instead, the shipping company designed, tested, and built the cars and then approached the major railroads — contracting railroads to pull these mile-long serpents trans-continentially. The railroads awoke from a deep sleep after counting boxcars to finally embrace the stack train concept and realize a return to prosperity and growth. The rest is history.

Our chapter will co-sponsor the symposium on the 40th Anniversary of the Sinking of the S/T *TEXACO OKLAHOMA* at Port Arthur. CAMM Chaplain, Father Oubre, is organizing the symposium and tribute to the mariners who tragically lost their lives. The full day of events, includ-



Members of the Houston Chapter at January's luncheon.

ing a memorial service and wreath-laying, will be held on March 25th.

## New Orleans

No report submitted.

## Mobile Bay

submitted by *Captain Pete Booth*

The Mobile Bay chapter's nice group of master mariners continue to get together for a nice lunch and conversation monthly.

## Tampa Bay

excerpted from *Tampa's CAMMLetter*

The chapter continues to hold monthly luncheons. Our members discussed IFSMA's upcoming Executive Committee (EXCO) meeting in Tampa. Our chapter's April meeting has been moved to April 21st to allow the EXCO members to attend our local meeting.

We also talked about the upcoming CAMM AGM. IFSMA and the Nautical Institute are holding a Command Seminar Series at CCMIT on Wednesday, in conjunction with our AGM. All CAMM members are invited and strongly encouraged to attend.

New chapter officers will be elected this year. Election Committee Chairman Captain Bob Holden is seeking candidates for all offices. Elections will be held at the June meeting.

## Port Everglades / Miami

No report submitted.

## Baltimore / Washington DC

submitted by *Captain Joe Hartnett*

The Baltimore chapter is busy preparing a very productive and enjoyable PDC/AGM. We currently have 25 active chapter members and we are continuing efforts to increase our membership. All National members within the surrounding states are encouraged to join our chapter.

## New York / New Jersey

All CAMM members within this area, please contact Captain George Preville at [captprevill@mastermariner.org](mailto:captprevill@mastermariner.org) or 973-763-7594. Captain Preville has taken on the task of restarting the chapter.

## TAMUG Cadets

No report submitted. ☆



## NANOOS Maritime Operations

NANOOS (Northwest Association of Networked Ocean Observing Systems) is providing real-time data and forecasts for weather and water conditions including wave, wind, and surface current speed and direction, tides, sea surface temperatures, and fine scale information on a limited number of ports.

NANOOS has been helping to produce and collect data products and decision making tools applicable to maritime operations on their web portal. All are conveniently located now, under the hyper-text "Maritime Operations" at the top of the home page. You can get to the Maritime Operations theme page directly via this URL: [http://www.nanoos.org/education/theme\\_pages/maritime\\_operations.php](http://www.nanoos.org/education/theme_pages/maritime_operations.php)

CAMM is the only industry member on the Board of Directors for NANOOS, so asks for your input and review of this page. What do you see that you find useful? What would you like to see that you don't? Do you have any comments on how to make this more useful to masters?

Email your responses to Jan Newton, Principal Oceanographer, Applied Physics Laboratory, University of Washington at [newton@apl.washington.edu](mailto:newton@apl.washington.edu). ☆

## New Members

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

- 3294-S Captain **Sandra Pirtle** of Honolulu, HI  
*Masters License Steam or Motor Vessels Any Gross Tons - Ocean; Sailed all deck officer capacities including Chief Mate; Currently Self Employed Ashore as a Maritime Consultant.*  
 Recommended by Captain Joy Manthey
- 3295-R Captain **Richard English** of Marysville, WA  
*Retired Master for American President Lines; Last Command MV PRESIDENT TRUMAN.*  
 Sponsored by Captain Donald Moore, Jr. #1513-L

## Triple our Membership Drive

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](http://www.mastermariner.org) or request one from Captain Liz Clark.



**CAPTAIN BILL BOYLAND #424-R**

Captain William T. Boyland passed on Feb. 18, 2011, at home in El Cerrito, CA. He was 86 years old. He planned for cremation and no memorial service.

**CAPTAIN CHADWICK "JERRY" CHESTER #771-R**

Capt. Chadwick "Jerry" Chester, of Victoria, TX, passed away February 8, 2011, after a sudden illness. Born May 12, 1921, in Beaumont, TX, he was a world traveler, avid reader, political pundit, and his own man to the end.

He was a graduate of Beaumont High School, class of 1937. After graduation, he began his sailing career and attended various maritime schools before, during and after WWII including the maritime academy in Hoffman Island, New York. At the age of 24 he received his Master's License and captained his own ship. He maintained his license until his death.

His wartime awards included the Merchant Marine Defense Medal, Merchant Marine Defense Bar, Combat bar with star, Atlantic War Zone, Mediterranean, Middle East War Zone, Victory Medal, Mariner's Medal for Wounds, and the Honorable Service Button. In August 1941, he was a crewman on one of the first American ships attacked prior to WWII and in May of 1942 his ship, the *EASTERN SWORD*, was sunk off British Guyana by a German U-boat. He was wounded in that action.

After the war, he attended the University of Houston. He was an owner and Treasurer of Southern Stevedoring, a well-known firm in the area. He was a Golden Life Member of the US Naval Institute, Past-President of CAMM's Houston Chapter, member of the Propeller Club, the Nautical Institute,

and IOMM&P. He was a member of the Sons of the American Revolution, Sons of Confederate Veterans, Sons of Union Veterans, the Houston Astronomy Club and the Houston Gem and Mineral Society. He also held professional licenses in real estate and finance.

**CAPTAIN DONALD M. LARSEN #1102-R**

Captain Donald Larsen, 90, of Castle Rock, CO, passed December 22, 2010.

Larsen served 3 years in the army as a .50 caliber machine gunner, rising to the rank of Sergeant. He wrote the field manual for the .50 caliber machine gun and developed the "quick kill" to be used by what we today would call Special Forces.

Larsen wanted to go to sea. He joined the Merchant Marine just months before the bombing of Pearl Harbor. The ship he was on was scheduled to be in Pearl Harbor on December 7, 1941. Had it not been for a stevedore strike, he would have been sailing into Pearl Harbor that fateful day with 800 tons of dynamite aboard.

After years of exhaustive study and effort, he obtained his Masters License and served 37 years in the Merchant Marine, much of it as a Master Mariner. Numerous are the stories of how expertly and efficiently he handled the ship and his heroism rescuing others and the ship from fire and storm damage.

**CAPTAIN CHARLES EVERETT ANDERSON #1654-R**

Captain Charles E. "Toddy" Anderson peacefully embarked upon his final voyage on Friday, April 30th, 2010 after succumbing to complications from a bacterial infection.

Born on September 2, 1940, he attend-

ed Rockport Schools and graduated with the Rockport High School Class of 1958. He then went on to Maine Maritime Academy where, in 1961, he received an officer's commission in the United States Navy as well as a Third Mate's license in the Merchant Marine. In 1968 at the age of 28 he attained his Coast Guard Master Mariner License, a license he held at the time of his death. Over the course of his forty-year career he sailed the world's oceans and seas on passenger ships, freighters, container ships and LNG tankers, retiring as Master of the *LNG GEMINI* in 2000.

The sea figured prominently in Toddy's life. As a young boy, he could usually be found along the wharves and docks of Rockport, tending to his small skiff and a few lobster pots. Lobstering became a life-long passion which led Charles to build *SNOW SQUALL*, his well-loved lobster boat, in his retirement. He fished lobsters commercially for the last 9 years.

On dry land, Charles enjoyed growing vegetables and had special interest in his collection of dwarf apple and citrus trees. As a ham radio operator he kept in touch with friends all over the world, WI1U over and out.

**CAPTAIN HAROLD "HAL" ROBINSON #2011-R**

Died on Jan. 14, 2011, from complications of Parkinson's disease. He is survived by his wife of 47 years, JoAnn. Hal was a graduate of Burlingame High School and spent three years in the Navy. He developed a love of ships, the sea, and travel. He spent his career following that path. He graduated from the California Maritime Academy in 1962 as a deck officer. Hal sailed with the merchant marines for twelve years and then spent eighteen years as a Panama Canal Pilot. He had many hobbies including keeping bees. A private family scattering of his ashes at sea will be at a later date. Donations in Hal's memory may be made to the California Maritime Academy, Hal & JoAnn Robinson Scholarship Endowment, 200 Maritime Academy Dr., Vallejo, CA 94590. ☆

Please have a "Moment of Silence" for the following departed brothers.

- Captain **William Sembler** #241-L of Glen Cove, NY, crossed 11/11/2010
- Captain **Jacob R. Lockwood** #454-L of Media, PA, crossed in 2010
- Captain **Leland R. Jewett** #975-L of Sequim, WA, crossed 01/21/2010
- Captain **Donald F. Miley** #989-R of Lopez Island, WA, crossed 03/04/11
- Captain **Thomas G. Kelly** #1580-R of Longbeach, CA, crossed 01/01/2011
- Captain **James Cullen** #1745-R of Tampa, FL, crossed 09/13/2010



The Council of American Master Mariners, Inc.

# Annual General Meeting

## Professional Development Conference

April 27-29, 2011

### "The Master and the Burden of Regulations"

Hosted by the Baltimore / Washington, D.C. CAMM Chapter  
Celebrating 20 years in December 2011

Gala Dinner Keynote Speaker

**Congressman  
Elijah E. Cummings**

(D-MD) Ranking member  
and former chairman of  
the Subcommittee on  
Coast Guard and Maritime  
Transportation



**Speakers** from the industry and governmental agencies.

**Panel Discussion** The Master and the Burden of  
Regulations.

**Business Meeting** Vote on CAMM Positions and proposals  
moving CAMM forward. CAMM positions are used as our  
voice in Congressional matters and International Conventions  
through IFSMA and the IMO.

**Gala Dinner** Formal evening with Keynote Speaker  
Congressman Elijah E. Cummings, the Lalonde Spirit of the Seas  
Award Presentation, and recognitions.

**PDC Speakers\***

**Captain Mark P. O'Malley**  
Commander, USCG Sector Baltimore

**Captain Rodger MacDonald**  
Secretary-General, IFSMA

**Captain James Robinson**  
President, The Nautical Institute

**Captain George Quick**  
Vice-President,  
MM&P Pilot Membership Group

**Captain Rob Jones**  
NTSB Marine Investigator  
CAMM Member #3290-R

**Father Sinclair Oubre**  
Apostleship of the Seas  
CAMM Chaplain

**Captain Dennis Newbanks**  
Cosultant/Instructor

**Captain R. Habib**  
Vice-President, Titan Salvage  
CAMM Member #2932-R

**Representatives from  
MARAD**

\*Subject to change

Print and return the registration form today!

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

Registration and room bookings due March 25, 2011



# Conference Agenda

## Registration

Registration forms are now available in a tear-out near the back cover and on the CAMM website. Follow the links to 2011 PDC & AGM. Please be sure to register early; registrations are due **March 25, 2011**.

## Accommodations

Book your room at CCMIT **before March 25, 2011 for our group rate. Be sure to mention Council of American Master Mariners as your group.** CAMM has secured room rates at \$105 + tax per night. Breakfast tickets are available for \$11 per person, per day. CCMIT offers free airport and train station shuttle service.

## Activities / Day Trips

For early arrivals, bring your clubs and join us for a round of golf, Captain's Choice, on Tuesday.

Spouses and guests are invited to join us for lunch, shopping and more in Annapolis on Thursday. Transportation will be provided.

A tour of the MITAGS ship simulator will be available Thursday afternoon for anyone interested.

## Sponsorship Opportunities

Corporate and organization sponsorships are available at different levels. Please contact event chairman Captain Joe Hartnett for a sponsorship packet.

## Thank you to our Gold Level Sponsors

The Association of Maryland Pilots  
The Propeller Club of Baltimore  
American President Lines

## Wednesday April 27

### Command Seminar Series #1 Maritime Resource Management

Sponsored by The Nautical Institute  
and IFSMA

**CAMM Welcome Reception**  
Memorabilia Room 1900-2100  
Drinks and dessert selections  
Sponsored by MITAGS

## Thursday April 28

### Professional Development Conference

\$60 per person, lunch included  
Guest Speakers  
Panel Discussion  
Bridge Simulator Tour

### Dinner & Evening Social

\$60 per person, includes transportation  
*The Rusty Scupper*  
Third Floor, Harbor Side  
Baltimore

## Friday April 29

### Annual General Meeting

\$60 per person, lunch included  
Officer Reports  
Council Business  
Views & Positions Discussion

### Gala Dinner

\$65 per person  
Keynote Speaker Congressman  
Elijah E. Cummings

*Lalonde Spirit of the Seas Award*  
Presentation  
Recognitions

Venue:

**CCMIT**   
CONFERENCE CENTER AT THE  
MARITIME INSTITUTE

692 Maritime Boulevard  
Linthicum Heights, MD 21090-1952  
www.ccmi.org 1-866-656-5568

### Event Chairperson:

Captain Joe Hartnett  
caphartnett@mastermariner.org  
Sponsorship Opportunities Available



## CAMM Watchkeepers will assist Positions Committee

by Lyn McClellan  
Positions Committee  
Chair, #3104-A

as wide a net as possible over issues of concern to mariners the world over and, when indicated, to propose, discuss and vote on positions representing the opinions of The Council of American Master Mariners regarding each issue. CAMM will take whatever action is required to promote its positions and effect positive change in the maritime industry.

Each watchkeeper will assume responsibility for a certain issue – or groups of issues – and/or organizations whose actions influence seafarers around the world.

More than one watchkeeper may be assigned to a single topic. Those sharing a topic will be invited to collaborate in their efforts and to make joint recommendations to the Positions Committee in order to cover their topic more efficiently. Recommended positions will be discussed with the submitting watchkeeper(s) and re-worked for submission to the membership.

Proposed positions (known as “views” until formally adopted by the membership) will then be shared with the membership for their consideration and comment. The proposed view will docketed for final discussion and a vote for adoption at the next Annual General Meeting. If passed, the view will become a position.

Positions adopted by CAMM will be publicized in *Sidelights* and on CAMM’s website and may be assigned to certain members for further advocacy action. These positions will also be shared with other master mariner organizations which also take action on issues of importance to the industry. CAMM will discuss further action regarding the issue to encourage that CAMM’s position is well articulated throughout the maritime industry and, if relevant, with controlling regulatory bodies.

### Duties of the Watchkeeper

The duties of the watchkeeper include monitoring – by whatever means a watchkeeper may chose – actions effecting the selected topics and/or actions taken by the selected organizations. Watchkeepers are expected to not only notify CAMM of actions relating to these subjects but to provide a brief analysis of the concerned action and to make a recommendation to the CAMM Positions Committee of the position CAMM should take, and why.

This is truly an analytical duty. It does little good if a watchkeeper sends an agenda for an organization which includes a number of topics under consideration by the organization. If the agenda is the source of information, the watchkeeper should review topics he/she thinks will be of particular interest to CAMM and provide a brief analysis of the action and suggestion of the CAMM position corresponding to that action.

Items offered should cover newly proposed regulations or issues which have not been resolved. A *Notice of Proposed Rule Making*, which offers the industry an opportunity to comment, if relevant to CAMM concerns, would be an excellent item to bring to our attention. An announcement that a final rule has been made would not be as good an item because the deliberation process, which CAMM might influence, would be past.

Once an issue has been sent to the Positions Committee, it will be reviewed and discussed further with the watchkeeper submitting it. That watchkeeper will be asked to track the issue and, if it becomes a topic for other organizations, track their action on the issue as well. This is an ongoing process which could extend until such time as all organizations dealing with the topic have concluded their deliberation on the issue.

Watchkeepers will be requested to submit a report to the Positions Committee Chair as soon as they become aware of

a pertinent issue/action. This should include a title for the issue, who is working on/proposing some action relevant to the issue, an analysis of how the issue effects – or would effect – CAMM’s constituency, and a recommendation of what position should be taken by CAMM, and why.

Watchkeepers will also be requested to submit a brief report monthly updating their activities for the month. This may be as simple as an email indicating “no change” or an update on any monitored subject.

### Applying for Duty as a Watchkeeper

Those interested in serving as watchkeepers should contact Lyn McClelland, CAMM Positions Committee Chair, at lyn@mastermariners.org.

Duty as a watchkeeper is ongoing and may well have major impact on the effectiveness of the CAMM advocacy mission. ☆

### Subject Matter Groupings to be Monitored

- Licensing/Documentation: biometric cards, ownership of documents, physicals, etc.
- Work Rules: Manning levels, conditions of watch (hours, etc.), impacts of new technology, etc.
- Preservation of the Jones Act/ Intrusion of foreign workers into Jones Act trade.
- Criminalization of Ship Masters and Seafarers.
- Ports of Refuge/Limiting of Access to Foreign Ports.
- Piracy.
- Regulations over-riding domestic powers (LOST).
- Safety/Environmental Threats.
- Marine Safety, including issues raised in the *Marine Safety Information Bulletin (MSIB)*.

## Organizations to be Monitored US Regulatory Agencies

- U.S. Congress:
  - Senate Committee on Appropriations: Subcommittee on Transportation, Housing and Urban Development, and Related Agencies
  - Senate Committee on Commerce, Science and Transportation: Subcommittee on Oceans, Atmosphere, Fisheries, and Coast Guard; Subcommittee on Surface Transportation and Merchant Marine Infrastructure, Safety and Security
  - House Committees on Appropriations: Subcommittee on Transportation, Housing and Urban Affairs and Related Agencies
  - House Committee on Energy and Commerce: Subcommittee on Commerce, Manufacturing and Trade; Subcommittee on Energy and Power
  - House Committee on Foreign Affairs: Subcommittee on Terrorism, Nonproliferation and Trade
  - House Committee on Transportation and Infrastructure: Subcommittee on Coast Guard & Maritime Transportation
- U.S. Coast Guard – especially National Maritime Center
- Federal Maritime Commission (FMC)
- Maritime Administration (MARAD)
- National Oceanic and Atmospheric Administration (NOAA)
- Environmental Protection Agency (EPA)

## US Promotional Agencies and Organizations

- Maritime Administration (MARAD)
- American Public Ports Association (APPA)
- National Defense Transportation Association
- Passenger Vessel Association (PVA)

## International Maritime Agencies

- International Maritime Organization (IMO)
- International Federation of Ship Masters' Associations (IFSMA)
- International Council of Shipping (ICS)
- International Labor Organization (ILO)
- United Nations (UN)
- North Atlantic Treaty Organization (NATO)



## Notices of Inquiry for CFRs

*submitted by Captain Klaus Niem*

### Slow-Steaming

The Federal Maritime Commission (FMC) issued a Notice of Inquiry (NOI) stating that it is soliciting public comment on the impact of slow steaming on US ocean liner commerce. It is particularly interested in whether the practice of slow steaming has (1) impacted ocean liner carrier operations and shippers' international supply chains; (2) affected the cost and/or price of ocean liner service; and (3) mitigated greenhouse gas emissions.

Comments should be submitted by April 5, 2011. Docket ID: FMC-2011-0022.



### Strategic Action Plans for ... Stewardship of the Ocean, Our Coasts and the Great Lakes

The White House Office of Science and Technology Policy issued a notice stating that it intends to prepare Strategic Action Plans for the Nine Priority Objectives for Implementation of the National Policy for the Stewardship of the Ocean, Our Coasts, and the Great Lakes. Comments should be submitted by April 29, 2011. 76 Fed. Reg. 4139. Docket ID: OSTP-2011-0002.



Background information, full text, and online response forms for notices can be found at [www.regulations.gov](http://www.regulations.gov).

## Current CAMM Views

The Positions Committee is working on these views for a vote for adoption at the 2011 AGM. Please review and respond by April 1.

### Physical Guidelines for Merchant Mariners

CAMM objects to new changes in the form for physicals.  
*Reword to include verbiage in line with the FAA. Simplify the form, and occupational health physician to sign off.*

### US Coast Guard ownership of Merchant Mariner Credential (MMC) / License

OPPOSE the Coast Guard's position that they own the new Merchant Mariner Credential (MMC) / License and can revoke or recall such document at any time without cause as set forth in the Code of Federal Regulations. The person who has been issued a USCG MMC / License owns that license or document. The license or mariner's document is surrendered to the Coast Guard only after due process. *2010 AGM attendees voted to send back to Positions Committee to reword. License is the property of the owner; credential is the property of the issuer. The MMC does not contain the word "License."*

### Recognition of Foreign Certificates

Positions committee is in process of wording this view. Please refer to the press release issued by Captain Hunziker on this topic, found on both the website and in *Sidelights*, December 2010, page 13.

[www.forums.mastermariner.org](http://www.forums.mastermariner.org)

## Law of the Seas Treaty (LOST)

The Reserve Officers Association (ROA) reports that the International Law of the Sea Treaty (also known as the Convention on the Law of the Sea), is in line for Senate approval. LOST was on the Senate floor in 2004 and again in 2007, but did not advance past hearings to a vote.

In line with CAMM's 2004 position, the ROA opposes ratification by the US. The ROA is one of the few military service organizations to come out against the accord.

ROA Resolution 10-4 states, "The treaty does not introduce any new protections for safe navigation on the high seas, but can introduce new risks that could impact the sovereignty over and the economy supported by the sea."

In September 2008, Senator James

Inhofe (R-OK), ranking member on the Senate Committee on Environment and Public Works, issued a release: "The Law of the Sea Treaty is a dangerous treaty that we need to reject. This treaty hampers the operations of the Navy and it has the potential to hamper the efforts of the proliferation security initiative. It would allow foreign vessels and warships passage rights into our territorial waters. It creates regulation and taxation by an international body, and it presents a legal danger for American businesses through exposure to the international court system."

The ROA reports the Obama administration supports ratification of the bill, as do the CNO Adm. Gary Roughead and past Commandant of the CG Adm Thad Allen. ☆

### CAMM Position

#### Law of the Seas Treaty (LOST)

OPPOSE U.S. ratification of the Law of the Sea Treaty, which would give important domestic powers to an international authority based in Brussels. Specifically oppose provisions which would result in American ship masters accused of offenses at sea being tried by an international court in Europe, and conducted without the benefit and protection guaranteed by the Constitution of the United States.

CAMM's position on LOST was adopted at the 2004 AGM in Seattle.



by Captain  
George Preville  
#805-R



## UNCLOS Report

The General Assembly Ad Hoc Working Group of the Whole was convened from 14 to

18 February 2011 at the United Nations Headquarters in New York. Captain George C. Preville represented the International Federation of Shipmasters Association (IFSMA) at the meeting listed with other Non-Governmental Organizations (NGOs). In the list of participants, approximately 61 countries and 55 other agencies were noted.

An annotated provisional agenda was available for reference to the many items for discussion. The co-chairpersons opened and closed the proceedings.

Draft Guidelines for Workshops to Assist the Regular Process of Global Reporting and Assessments were also distributed.

In a format regarding "Methods of Work" it was indicated that the Working Group would consider options necessary to achieve a deadline of 2014 to recommend a course of action. The "Format" also mentioned agenda, program of work and timetable, group of experts, and secretariat support.

Various statements were issued as follows:

- 1) On behalf of the European Union.
- 2) The Group of 77 and China.
- 3) Information Material on steps for Capacity Building developed by the Group of Experts Established pursuant to General Assembly resolution 65/37.
- 4) Convention on Biological Diversity (CBD) statement.
- 5) Group of Experts is composed as of 7 January 2011: Africa 5; Asia 5; Eastern Europe 1; Latin

America and Caribbean 5; Western Europe and others 4.

- 6) Set of Options Developed by the Group of Experts established pursuant to General Assembly resolution 65/37 (44 pages)
  - 7) DRAFT ... Management and Review Mechanism:
    - I Establishment
    - II Purpose
    - III Functions
    - IV Composition/Structure
    - V Method of Operation
    - VI Decision Making
    - VII Secretariat, Technical and Scientific Assistance
    - VIII Financial and other support.
- Total 5 pages with 19 paragraphs.

More detailed reports can be found on the UN Oceans and Law of the Sea website: [http://www.un.org/Depts/los/global\\_reporting/global\\_reporting.htm](http://www.un.org/Depts/los/global_reporting/global_reporting.htm). ☆

## Reflecting the 40th Anniversary of the



by Father  
Sinclair Oubre  
CAMM Chaplain  
#3220-A

# SS TEXAS OKLAHOMA

At approximately 3:30 a.m. on March 27, 1971, off Cape Hatteras, North

Carolina, twenty men from Southeast Texas began a life and death struggle with the sea when the *S/S TEXACO OKLAHOMA* broke in two en route from Texaco Island, Port Arthur to Boston with a load of fuel oil. Of the twenty Southeast Texas seafarers, only five would live to relate the tragedy and the struggle that they went through.

In all, the *S/S TEXACO OKLAHOMA* carried a crew of forty-four men. Only thirteen survived. Our local maritime community had not faced such a terrible tragedy since 1963, when the *S/S MARINE SULPHUR QUEEN* sailed from the Beaumont sulphur docks, and was lost with all hands somewhere around the Florida Straits.

To recognize the 40th Anniversary, remember those who passed away, those who survived, and how the United States Merchant Marine was changed by this tragedy, Port Arthur, Texas will be the host for the 40th Anniversary Observance of the Sinking of the *S/S TEXACO OKLAHOMA*.

Having grown up in Port Arthur, I vividly remember that Sunday evening in 1971, when the usual t.v. programming was interrupted by the news flash that the *TEXACO OKLAHOMA* had sunk and some crewmembers were rescued by a Greek-flagged tanker.

In the last few years, a number of people who were survivors or who played important roles in the aftermath of the tragedy have passed away. To the best of our knowledge, the last two living survivors will be with us, and will be able to shed light on what took place that dark and stormy March morning.

The most important aspects of our observance is the remembering of what happened, the reflecting on the shortcomings that were discovered, and the studying how the industry and government responded. This process needs to be done regularly, or we will begin to foolishly think that we are different, better, or smarter than the men and women who lead the maritime industry in the past. Such chauvinism eventually leads to the repetition of the same mistakes, and bring about the same deadly consequences.

As I write this, I recently received the February issue of *Seaways* from the Nautical Institute. On page 24, Craig Laverick takes up the capsizing of the *AHV BOURBON DOLPHIN*. This was a brand-new vessel, incorporating the most modern shipbuilding and ship handling technologies. Nonetheless, she capsized and sank in the Rosebank Oilfield off the Shetland Islands, with the loss of eight of its fifteen crewmembers. Laverick points out that the accident could have been avoided if ISM, operational, and crew training policies had been more closely followed.

When we stop holding observances like our upcoming one for the *S/S TEXACO*

*OKLAHOMA*, we may begin to think that we are superior to our predecessors. Yet, when incidents like the *BOURBON DOLPHIN* occur, we are humbled to our knees.

In the end, there really is no difference between those who manage and sail ships today, and those who did forty, four hundred or four thousand years ago. The only way that we can avoid reliving their tragedies is to constantly remember them, and remember that we can stumble the same way.

P.S.: I want to thank the Houston Chapter and the National Office of CAMM for designating our observance as an official CAMM symposium. In addition to the memorial service, we will have a three-part maritime safety symposium that will focus on what happened, how the industry responded, and how congressional policies changed. ☆

### Apostleship of the Sea - United States of America

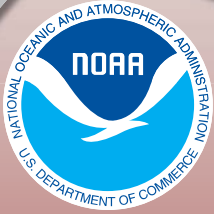
*The professional association of  
Catholic Mariners and the official  
Organization for Catholic Cruise  
Ship Priests and Maritime Ministers*



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

1500 Jefferson Drive  
Port Arthur, TX 77642  
aosusa@sbcglobal.net  
Voice: 409.985.4545

[www.aos-usa.org](http://www.aos-usa.org)



by *Commander (Ret.)  
Michael Henderson  
NOAA  
Office of Coast Survey  
#3239-A*

## Setting Hydrographic Survey Priorities for Accurate Navigational Charts

### *There's a lot of water out there*

As mariners know, however, it isn't quite the vast unknown of ages past. Technical advancements make e-navigation more precise by the minute, and

surveying projects.

### **Why Do We Need More Hydrographic Surveys?**

Today's margin of error for water depth below the ship's keel is much less than years past, and many areas portrayed on nautical charts have never been adequately surveyed to meet the demands of modern marine transportation. This is largely because of the limitations of technology when surveyors took the early soundings.

Nearly half of the soundings published on current charts were acquired with lead line techniques before 1940, and may not reflect actual water depths today due to the dynamic nature of the seafloor in some areas. Additionally, historical soundings represent partial descriptions of the seafloor, since these discrete soundings can be more than 500 meters apart and potentially miss crucial shoals or other navigationally significant features.

Even where highly accurate modern data is available, mariners can attest to the dynamic nature of many navigation areas. Shifting shoals, new uncharted submerged wrecks, and changing shorelines are hazards that warrant routine measurement.

We also need to look at the possibilities that were not even on the horizon as recently as the 1960s. Position accuracies of the early surveys were adequate to meet the mariner's need when the mariner did not precisely know a vessel position, but they do not meet the needs of today's e-navigation. Modern survey technologies help us acquire the precise data needed to improve nautical chart accuracy, especially for vessels using GPS and electronic chart display

and information systems (ECDIS) that provide highly accurate vessel positioning on charts.

### **What Factors Are Important In Setting Surveying Priorities?**

Most of the hydrographic survey priority areas encompass coastal shipping lanes and approaches to major U.S. ports. The highest priority areas are generally waterways with high commercial traffic volumes (cargo, fishing vessels, cruise ships, ferries, etc.); extensive petroleum, liquefied natural gas or hazardous material transport; and/or transiting vessels with low under keel clearance over the seafloor. Compelling requests from users are also important factors in setting long-term priorities.

Working with those priorities, Coast Survey annually plans hydrographic survey projects. Hydrographic experts consider requests by marine pilots, port authorities, the Coast Guard, researchers and others when setting the year's schedule. The goal is to survey at least 2,500 SNM of navigationally significant areas each year, although that goal is subject to weather, budgets, and ship availability.

In a major step forward for 2012 and beyond, Coast Survey will also use Automatic Identification System (AIS), which tracks maritime shipping activities, in conjunction with historical sounding data to update priorities. By combining vessel traffic data and historical bathymetry — both easily available now through spatial databases — Coast Survey experts can gain greater understanding of the risk of grounding, which will create a more objective approach for setting hydrographic survey priorities that serve the maritime community.

modern mariners can access reams of information at a moment's notice. Access to nautical charts depends on a rational marine infrastructure to gather, process, and produce the timely hydrographic data that grows ever more important to commercial navigation.

NOAA's Office of Coast Survey, which has been acquiring hydrographic data since the early 1800s, is responsible for surveying and charting the 3.4 million square nautical miles (SNM) of the U.S. Exclusive Economic Zone (EEZ). Coast Survey hydrographers, cartographers, and data managers are responsible to the men and women whose safety depends on precise and accurate navigational charts.

To meet the needs of mariners — while operating in an era of limited resources — NOAA prioritizes areas that need hydrographic surveys. Approximately 500,000 SNM of the EEZ are designated as navigationally significant and, of those significant areas, NOAA identified approximately 43,000 SNM as critical areas needing to go to the top of the priority list. Since NOAA can only survey about 2,500 SNM every year, the Office of Coast Survey considers a number of factors that help determine the annual



## Where Can Mariners Find NOAA Survey Priorities?

Coast Survey has depicted the 16,870 square nautical miles that still need to be surveyed, out of the 43,000 SNM of critical areas, in the 2010 edition of the NOAA Hydrographic Survey Priorities. The document is available on the Web at <http://www.nauticalcharts.noaa.gov/hsd/NHSP.htm>. Additional graphics for the planned 2011 projects (subject to the federal appropriations for fiscal year 2011) are posted on the Coast Survey website at <http://www.nauticalcharts.noaa.gov/hsd/hydrog.htm>.

The surveys planned for 2011 will acquire data where marine transportation dynamics are changing rapidly. For instance, NOAA Ships *FAIRWEATHER* and *RAINIER* plan to survey the coasts of Alaska in areas increasingly transited by the offshore oil and gas industry, cruise liners, ferries, military craft, tugs and barges, fishing vessels and factory trawlers.

Safety concerns also play a large role in project selections. One such project cov-

ers an area in the Strait of Georgia, Wash., where the largest oil tanker terminal in the state has recently doubled its capacity. In the Chesapeake Bay, data collected by NOAA Ship *THOMAS JEFFERSON* will help address concerns about impacts of a planned pipeline.

*THOMAS JEFFERSON* will also survey in eastern Long Island Sound to ensure that no navigational hazards exist in proposed anchorage grounds — areas for vessels to anchor while awaiting transit into ports in the area — while also supporting other ocean mapping initiatives in New York and Connecticut.

## How Can Mariners Help NOAA Determine Survey Priorities?

NOAA could not do its job without strong working relationships with the nation's maritime community. We count on mariners to bring their perspectives to NOAA's nautical chart data collection and navigational program development. Mariners have two primary paths for getting information and survey requests

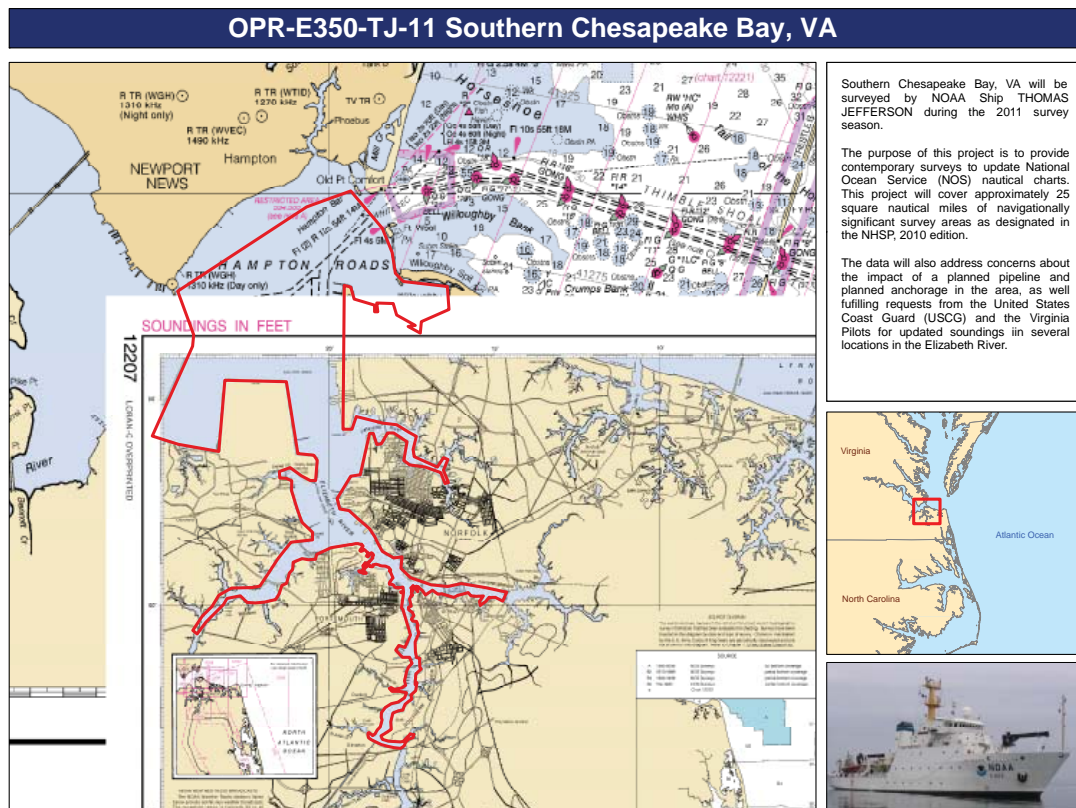
to the Office of Coast Survey.

First, anyone can contact a regional navigation manager to make a request for a survey in a particular area. A dozen NOAA navigation managers, stationed in port areas around the U.S. coast, work with commercial mariners and recreational boaters to resolve charting and navigation questions. Navigation managers' contact information is available on the web at <http://nauticalcharts.noaa.gov/service/navmanagers>.

Another way to report a survey need is to make a request online through NOAA's Nautical Inquiry System. Requests are easy to make by submitting an inquiry at <http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx>

Whichever contact method a mariner chooses NOAA's Office of Coast Survey looks forward to working to address the needs of the maritime community. ☆

*Michael Henderson, CAMM #3239-A, is the Navigation Manager for South Florida and the U.S. Caribbean at NOAA Office of Coast Survey.*



## Launch of World Maritime Day theme for 2011



Speech by  
Efsthimios E. Mitropoulos  
Secretary-General, IMO  
February 3, 2011



### *IMO Press Release*

Good morning and welcome to IMO.

In the past 12 months alone, there have been 286

piracy-related incidents off the coast of Somalia. They have resulted in 67 hijacked ships, with 1130 seafarers on board – whilst, at present, 714 seafarers are being held for ransom on board 30 ships scattered at various points of the country's extensive coastline.

Piracy and kidnapping have blighted the maritime community for too long and it is seafarers who bear the brunt. And while we condemn and deplore any act of piracy, as the Security Council has done in several resolutions, we were appalled by yesterday's news that pirates had executed, apparently in cold blood, a seafarer on the *BELUGA NOMINATION*, a ship which had been attacked and hijacked last month, 390 miles off the Seychelles. And so it was very much with seafarers in mind that, last year, the IMO Council decided that the 2011 World Maritime Day theme should be "Piracy: orchestrating the response".

Today marks the formal launch of this theme, along with the action plan we have devised to help achieve the objectives we have set. And we are honoured that the Secretary-General of the United Nations, Mr. Ban Ki-moon, has come to do just that. The fact that this is the second time in three years that the Secretary-

General is visiting IMO is confirmation of his interest in maritime affairs and his concern over the unacceptable incidence of modern-day piracy – an unlawful act, which, further to the trauma it causes to seafarers and their families, is estimated, in accordance with a recent study reported by Chatham House, to cost the world economy between 7bn and 12bn US dollars per year, as a result of the disruption it effects on shipping services and international trade...

Since we first drew the attention of the Security Council to the problem of piracy off the coast of Somalia, in November 2005, the Secretary-General has been in the vanguard of efforts to increase awareness of the problem and the need to find a solution to it. So, sincere thanks are due to Mr. Ban for his personal commitment to the common cause and for the interest he has shown, and continues to show, on an issue of grave concern to the maritime community. This is manifested in many ways, not least through the inclusion of a section on piracy in his regular reports to the Security Council on Somalia; his leadership role in the formulation and adoption of several Security Council resolutions on piracy off the coast of Somalia; and his recent appointment of a Special Adviser on Legal Issues Related to Piracy off the Coast of Somalia. Thank you, Secretary-General.

I should also like to thank all the other panellists (especially, Ms. Sheeran and Ambassador Fedotov) for coming here

today (from Rome and Vienna, respectively). Their presence serves not only to reinforce our choice of theme for 2011 but also gives us hope that, with our collective strength and determination, we can achieve the objectives we have set and make some genuine inroads into what, to date, has been an escalating problem of global concern. Our thanks to them and the organizations they represent are profound.

IMO has been dealing with piracy issues for the last thirty years. In the early 1980s, it was the Gulf of Guinea that first attracted our attention while, in the late 1990s and the early part of this century, the focus was on the then hot-spots of the South China Sea and the Straits of Malacca and Singapore. Through a series of measures, developed and implemented by, and with the co-operation and support of, the littoral States, States using the Straits and the industry, we have been able to help significantly reduce piracy in those regions.

However, the problem has lately manifested itself in other parts of the world, most notably – but not exclusively – off the coast of Somalia, in the Gulf of Aden and the wider Indian Ocean. We believe that we can use the experience gained and the successes achieved in reducing piracy elsewhere to good effect in the current arena as well, but to do so requires a well orchestrated response.

We have, therefore, developed, in co-operation with the shipping industry, seafaring representative organizations and other stakeholders, an action plan

to maintain and, indeed, strengthen our focus on anti-piracy endeavours of all kinds and to facilitate a broader, global effort. We have identified six prime objectives that we hope all stakeholders will espouse during 2011 and beyond, if necessary.

They are:

- 1) to increase pressure at the political level to secure the release of all hostages being held by pirates;
- 2) to review and improve the IMO guidelines to Administrations and seafarers and promote compliance with industry best management practices and the recommended preventive, evasive and defensive measures ships should follow;
- 3) to promote greater levels of support from, and coordination with, navies;
- 4) to promote anti-piracy coordination and co-operation procedures between and among States, regions, organizations and industry;
- 5) to assist States to build capacity in piracy-infested regions of the world, and elsewhere, to deter, interdict and bring to justice those who commit acts of piracy and armed robbery against ships; and
- 6) to provide care, during the post traumatic period, for those attacked or hijacked by pirates and for their families.

Let me put some flesh on these bones. Underlying our efforts to achieve these objectives will be the need to engage at the political level to bring about a solution to the Somali problem and thus facilitate and expedite the release of seafarers and any other persons held hostage by pirates.

While the process to solve Somalia's political problem and create conditions of stability in the country may be long and the solution may not be around the corner, this is a matter for the United Nations to pursue and neither IMO nor the maritime community have any substantive role to play in it. Calling, however, the world's attention to the

unacceptable plight of the innocent victims of pirates can help to create the momentum necessary for action to be taken to hasten their release.

In the meantime, there should be no respite in our efforts to strengthen the protection of persons, ships and cargoes in piracy-infested areas (at the same time preserving the integrity of shipping lanes of strategic importance and significance, such as the Gulf of Aden) through rigorous implementation of the International Safety Management Code and the International Ships and Port Facility Code; through improvements to, and wider promulgation of, the IMO and industry best management practice guidance; through advice to ships' crews about how to access naval vessels deployed in the region and also how to best implement the preventive, evasive and defensive measures recommended by IMO and the industry; and through promoting even greater levels of coordination among navies, above and beyond the one that characterizes the co-operation among the naval vessels from so many countries that have assembled in the same region in a strong demonstration of solidarity for the same good cause. In achieving this, the United

Nations could be instrumental and we turn to you, Secretary-General, for endorsement, leadership and guidance.

During 2011, we intend to promote further co-operation between and among States, regions and organizations to prevent and reduce attacks on ships through information-sharing; coordination of military and civil efforts; and the development and implementation of regional initiatives, such as the IMO-led Djibouti Code of Conduct.

We will also help infrastructure and capacity building in States lying in regions of the world affected by pirates to deter, interdict and bring to justice the perpetrators of such acts, thereby enhancing maritime law enforcement and the safety of life at sea. This will also help tackle the root causes of piracy, through the provision of assistance to States for the development of their maritime law enforcement capabilities and the protection of their marine resources.

Specifically, in the case of Somalia, we intend to contribute, in any way possible (including through the establishment of a coastal monitoring and law-enforcement force) to the creation of a state of stability at both sides of the Horn of

*Continued on next page >>>*

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Africa coastline that will, in due course, have a beneficial impact on the overall situation piracy-wise.

And we will work with Governments and the industry to ensure that released seafarers and their families receive care during the post-traumatic period.

There is already good progress on which to build. The establishment, within the context of a UN Security Council resolution, of the Contact Group on Piracy off the coast of Somalia has done much to promote our shared agenda for improved coordination amongst States, industry and organizations. And, through the Djibouti Code of Conduct, we are establishing information-sharing centres in Yemen, Kenya and the United Republic of Tanzania, as well as a regional training centre in Djibouti. In partnership with the UNODC, we are helping regional States to develop the legal framework necessary to prosecute pirates – an objective also pursued by the Contact Group. We will continue to give this initiative the highest priority with the aim of assisting States in the region to build and develop an adequate infrastructure, which, in turn, will enable them to conduct effective counter-piracy operations.

However, as the statistics so bleakly indicate, piracy and armed robbery

against ships remain real and ever-present dangers to those who use the seas for peaceful purposes – and, as long as pirates continue harassing shipping; endangering the critical delivery of humanitarian aid carried by ships chartered by the World Food Programme; and hijacking ships and seafarers, we are neither proud of, nor content with, the results achieved so far. This year, we are resolved to redouble our efforts and, in so doing, generate and galvanize a broader, global response to modern-day piracy. More needs to be done, including the tracing of money and the imposition of sanctions on the proceeds derived from hijacked ships, if the ultimate goal of consigning piracy to the realms of history is to be achieved. We hope that our choice of the theme for 2011 will provide an appropriate rallying point around which all those who can make a difference can focus their efforts.

Your presence here this morning provides encouragement and support for what we are doing and what we intend to do – and I thank you for that.

In the meantime, our thoughts and prayers are with those seafarers, who, at present, are in the hands of pirates. May they all be released unharmed and returned to their families soon.

Thank you. ☆



## The main aims of the Action Plan

- Increase pressure at the political level to secure the release of all hostages being held by pirates.
- Review and improve the IMO guidelines to Administrations and seafarers and promote compliance with industry best management practices and the recommended preventive, evasive and defensive measures ships should follow.
- Promote greater levels of support from, and coordination with, navies
- Promote anti-piracy coordination and co-operation procedures between and among States, regions, organizations and industry
- Assist States to build capacity in piracy-infested regions of the world, and elsewhere, to deter, interdict and bring to justice those who commit acts of piracy and armed robbery against ships.
- Provide care for those attacked or hijacked by pirates and for their families.



[www.saveourseafarers.org](http://www.saveourseafarers.org)

The website features a pre-written letter you can send to the head of your government. The site also includes links to piracy news, facts, and statistics.

Save Our Seafarers, a group of the world's largest maritime organizations have joined together to raise awareness of the human and economic cost of Somali piracy. They are asking for governments around the globe to take a firmer stance to help eradicate piracy with six key actions:

- Reducing the effectiveness of the easily identifiable mother-ships.
- Authorising naval forces to hold pirates and deliver them for prosecution and punishment.
- Fully criminalizing all acts of piracy and intent to commit piracy under national laws, in accordance with their mandatory duty to co-operate to suppress piracy under international conventions.
- Increasing naval assets available in the affected areas.
- Providing greater protection and support for seafarers.
- Tracing and criminalizing the organizers and financiers behind the criminal networks.

Save our Seafarers is a joint effort put forth by the International Transport Workers' Federation (ITF), The International Chamber of Shipping (ICS) and the International Shipping Federation (ISF), INTERTANKO, INTERCARGO, and BIMCO. ☆

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# Piracy continues to vex international community



by Will Watson  
#3256-A

– continues to vex the international community, which has no solution to the issue's root causes and is only now acknowledging the need to better protect seafarers. As increased reports of torture of mariners continue to haunt the maritime industry, international union officials threaten to urge crews to refuse to sail in pirate infested waters.

There is universal agreement that the problem of piracy off Somalia – a scourge that has existed since the days of the Caesars – cannot be solved at sea but rather must be dealt with ashore. But memories of the 1993 incident where US soldiers were killed and dragged through the streets of Mogadishu are still too vivid in most people's minds to allow for any military action on the ground against pirates and their bases. Some aid

Piracy – especially attacks in the Gulf of Aden and Indian Ocean

is being pumped into the impoverished land to try and mitigate the poverty and starvation that is rampant but that is seen as a band-aid at best.

Strategies at sea to mitigate the pirate threat have been somewhat successful in that only one in three attacks is now successful but that gain has been offset by the increase in the number of attacks. Higher ransoms have brought more and more young Somalis to join the scores of would be pirates. And longer and longer negotiations over ransom demands seem to have heightened tensions among the pirates who seize ships and the guards who keep vessels and their crews hostage to those negotiations.

Beyond the torture of numerous crewmen, the murder of several and the deaths of four American sailors during a standoff with the US Navy have spurred many to call for increased action against the pirates. But the 28 warships presently patrolling the region's waters are spread too thinly to completely stem the tide of seagoing criminals.

Best Management Practices are still being recommended as the best tool to prevent piracy and while the third issue of BMPs has been published and is being circulated, some are going beyond BMP3 with updates predicated on more recent attacks.

The biggest success story seems to be the increasing use of armed guards aboard vessels travelling through perilous waters. In fact, no successful pirate

attacks have been reported where armed guards were aboard the target vessel. More and more nations are now allowing guards and arms to be taken aboard ships with Norway one of the latest flag States to consider changing its prohibition of guns aboard ships.

Some nations, like the United States, practically demand an armed presence aboard while others, like the Republic of the Marshall Islands, recommend that decisions on the use of armed guards be made only as part of a larger risk analysis and only after consultation with insurers and the governments of ports where the armed ship will be calling. There are still states that prohibit armed guards but that number is being reduced.

One important advancement in determining what guard services should be employed is the recent creation of the Security Association for the Marine Industry (SAMI) which will be vetting security companies to ensure they hire well, train guards properly and undertake standard codes of conduct and rules of engagement. This is thought to ensure more professionalism in the security cadres and minimize liability on behalf of vessel owners, operators and masters.

Another strategy being discussed is to place the armed guards on escort vessels rather than on ships themselves. It is thought that this might help safeguard seafarers who could get caught in crossfire situations between pirates and

*Continued on page 23 >>>*



A NATO sailor keeps a watchful eye on a commercial vessel as it transits pirate infested waters off Somalia.

PHOTO: FRENCH MINISTRY OF DEFENSE



French navy intercepts pirate skiff.

PHOTO: FRENCH MINISTRY OF DEFENSE

## Sea-Going Leadership



by Captain  
Dr. John A. C. Cartner  
#2475-R

done 'neath the midnight sun..." Strange things are done on our ships. They also deal with leadership. In the Manila IMO/STCW conference in June 2010, subtle but effective amendments have changed our seascape. (See "Leadership Lessons" in *Safety at Sea International* pg. 26.) Two recent events have occurred demonstrating how disaster may befall any commander for faults in leadership. One has been well-covered in the press. The other will be well-covered by a P&I and dealt with privately.

Captain Owen Honors in 2006-2007 was executive officer on *USS ENTERPRISE*. He exercised his No. 1 cinematic talents with the taxpayer-provided equipment thereon. His genre was video skits for ratings with gay-baiting foul-mouthed rants, sexual expressive and commenting in the frat house medium. These were aired. Copies came to the *Norfolk Virginian-Pilot*. The media piranhas were loosed. The Navy was embarrassed by Captain Honors' behavior. But he was relieved not by prudish sentiments in the admiralty but by the recognition that the navy had a fool in the shop to whom was entrusted a warship.

The Royal followed by the US Navy arose in the 17th and 18th centuries

from our service. We have had our share of blackguards and odd ones. Naval commanders see themselves, however, as exemplars for Constitution or Queen and Country often in fervor-freighted hubris. We are humbly and solemnly contracted to carry the Nintendos and washing machines efficiently with no costly fuss. The US Navy and Captain Honors are slow in that department. We are concerned with profit and cost control. The Navy uses (and abuses) tax money and guidelines and views profit as vaguely dirty. With no real incentives, one can see how Captain Honors slipped within his system. Each service has shared triumphs and failures and mutinies, piracies, fires, shots and shells and heroics. But we have dealt with the restraint of kings and princes, strikes, lockouts, currency fluctuations and recently the pesky meddling of uninformed coast guards and naval forces keeping us safe from their self-perceived threats. However, to my knowledge, none of our shipmasters has chosen to lead his people by producing and showing movies of mere adolescent crudities in banal tastelessness. We have no time for that.

Captain Honors' humor seems to have run to all sorts and conditions of baseness with special emphasis on same-sex behaviors. Bravery, valor and facing the enemy is one thing. Showing mean-spirited videos in the guise of leadership is another. Contrary to Churchill's harumphing that naval tradition was "*rum, sodomy and the lash*," that position has no place in enlightened society or on any modern ship. We manage rum and have jettisoned the lash. Sodomy is a personal matter between consenting adults in private. Sexual harassment of Captain

Honors' stripe is more than tasteless, it is likely skirting on unlawfulness.

On the commercial side, in Virginia again, on 23 December 2010, a male seafarer won a \$25 million judgment against a Maersk company. He reported to the master of the *MAERSK RHODE ISLAND* that he had been sexually assaulted by Korean police thugs ashore. Fearing for his charter, the master called the claims manager before acting against independent medical advice and refusing to have the seafarer examined immediately. The man was fired for malingering. He sued and won.

Each service needs to come of age as to sexual matters and crew. We should lead our naval juniors in this exercise because we deal in what counts – trade. Captain Honors was incapable of leading as a naval officer and was relieved. The master of the Maersk vessel caused his company and insurers to suffer a \$25 million judgment and likely should be relieved if he has not been. Gentlemen and gentle ladies commanding our ships: we keep current on how society thinks. That implies we not command by personal preference but by law. Our job descriptions are to render unto Caesar. Contrary to any temporary beliefs otherwise, we are paid neither to play God nor moralist. Further, we should not be tainted by superannuated socio-military thinking.

Each person having command holds a special license from a sovereign. It is an honor and privilege to command in either service. However, we cannot and should not forget that Captain Honors was the duly appointed commanding officer of a capital ship of the US Navy and holds the commission of

the President of the United States. He should thereby be held at least to our standards of behavior as flag state war-rantees upholding our state's laws and to at least to a standard of civility each of us learned in elementary school.

It is easy to gloat. We should not. Captain Honors was merely following a great American tradition in violating the *Washington Post* rule: do nothing you would not want to see on the front page of the *Post* tomorrow morning. His failure caused personal embarrassment. Our Maersk master violated a funda-

*Piracy >>> from page 21*

guards. There is growing international support for this idea but some military officers still worry about the prospect of "private navies" patrolling near commercial ships.

Notwithstanding the use of guards, the International Transport Workers' Federation (ITF) recently published a position on the piracy issue and spoke to the concern at the recent Working Group 3 session of the United Nations Contact Group on Piracy off the Coast of Somalia (CGPCS). The umbrella union, which represents seafarers from much of the world, said that owners who send seafarers into pirate infested waters could be guilty of corporate manslaughter should any mariners be killed and further stated that member unions might be urged to refuse to serve aboard ships transiting high risk waters. ☆

*Will Watson is a member of the Council of Master Mariners and a veteran journalist. He also works for the Marshall Islands Registry and is a representative of the Republic of the Marshall islands to the UN Contact group on Piracy off the Coast of Somalia (CGPCS).*

mental rule most of us has learned early: we are not physicians. We leave that to others. Failure for us is in the coin we understand – the healing balm of money to the party failed. Realistically, except for a vaguely sour taste on the mention of the two cases, neither will be remembered by most in a year. As a matter of lessons to be learned from each affair, we should think that each service needs

a refresher in proper leading to avoid these kinds of failures. ☆

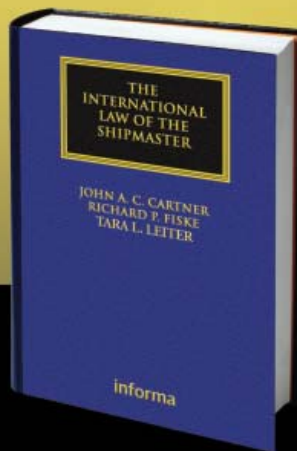
*John A. C. Cartner is a Washington, D.C. maritime lawyer and English solicitor. He holds the unrestricted master mariner certificate and is the principal author of "The International Law of The Shipmaster" (2009) Informa/Lloyd's. jacc@shipmaster-law.com*

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## The Continuity Of Crew and Experience Of Managers



by Captain  
John Konrad, V  
#3205-S

NTSB and USCG incidents are, more often than not, informative and filled with details on specific failures along the chain of

events leading to disaster. While these details are often used by individual shipmasters to identify and plug holes in their own systems and procedures, regulators and the media often forget many of the smaller details. But not all.

Take the *COSCO BUSAN* incident where specific details, most memorably the pilot's use of prescription medication, grabbed media and regulatory attention resulting in a new wave of medical requirements for mariners. If we have learned anything from decades of investigation reports, it's that no single factor causes an incident. Yet the USCG continues to push this issue while ignoring a larger threat... a lack of continuity.

Far more damaging to the ship's safety than the pilot's medical history was the simple fact that the entire crew, from OS to Master, was replaced just prior to departure. The crew did not have time to learn the unique characteristics of their new ship and, more importantly, did not have the time to learn the unique characteristics of each other. Yet managers still expected them to perform as a team... a problem investigators largely ignored.

After writing a book on the *DEEPWATER HORIZON* incident I was asked by a reporter to name the primary cause of the rig's

explosion. I answered by describing the error chain and how lots of small mistakes can have big consequences, but he wasn't satisfied. He wanted me to name the single primary cause. I dismissed his question as ridiculous but it did get me to start thinking... was there an underlying current that put the entire incident chain under tension? A few restless nights later I had the answer, there in fact was.

The primary reason the *DEEPWATER HORIZON* exploded was an underlying current of expansion and pressure to adapt. The offshore oil industry was expanding at a rate seen no where else outside of the country's real estate market and, like the market, became a bubble ready to pop. With the price of oil climbing the fleet of large free-floating drilling rigs, the type requiring licensed mariners, doubled between the years of 2008 and 2012 (yes, it's still expanding). The result was rapid promotions both on and off shore and personnel transfers from old to newly built vessels. In short, rig captains were performing jobs above their level of experience and working with both crews and managers new to their positions.

But *HORIZON* was lucky; her crew had largely remained intact during the expansion. But on shore a different picture emerges. In this specific case each member of BP's well design team, shore-side engineers responsible for the safety of the well, had held their position for less than 6 months time and many other senior shore-side personnel, including the rig manager, were recently promoted to the position. They were relative newbies.

But it's not just unfamiliarity that leads to disaster, after all, new ships leave

shipyards everyday with new crews, it's management's expectation that new crews will perform at the same level as established ones in the face of new (or changing) conditions.

If you look at other great disasters the problem becomes clearer. The *TITANIC* was on her maiden voyage with a crew working together for the first time, yet, that crew was expected to push the limits of her speed in ice-laden water. The premature death of the *MORRO CASTLE*'s master led to overnight promotions up the ranks, which lead to problems when fire ignited. The *EXXON VALDEZ* and, more recently, *EMPRESS OF THE NORTH*, both occurred after captains left relatively inexperienced third mates in charge of the watch in inland waters.

Maybe the media and regulators have it right; maybe we do need to identify a single primary cause when investigating incidents. I still don't believe all fingers should point at a pilot's prescription medication or a master's presumed intoxication, although these should be identified, but maybe there is a single primary cause. I believe it's time for investigators to stop laying all blame on the ship master and start looking at the expectation managers have for ships to navigate safely regardless of the number, experience and continuity of the crews they send us to lead. And while they are at it, maybe it's time to look at the experience and competency of the shore-side managers themselves. ☆

*Captain Konrad is co-founder and Editor-in-Chief of gCaptain.com, the blog for mariners. He is a USCG licensed Master Mariner of Unlimited Tonnage.*





## Hold Your Position, Captain!

by Captain  
Kevin G. Coulombe  
#3221-R

If there is any one significant indicator of what a master can expect of a port, it is the four words, “Hold your position, Captain.” As any master

knows, those four words are charged with urgent warning signs.

This was to be my first call at Mumbai (Bombay) and things were not off to a propitious start. We had just weighed anchor and were proceeding ahead for a timed arrival at the pilot station. That call over the VHF was directed to a ship that was ahead of us. A quick check of the ECDIS indicated the ship so instructed was making way and just short of closing on the pilot station. That master had a problem. I immediately brought our engine order to dead slow ahead; it was going to be a long day.

In preparing the pilot passage plan for Mumbai, my second officer immediately identified a problem. The designated pilot station was erroneously marked on the charts - both paper and ECDIS. When the correct location of the pilot station was identified, its location was alarming! The pilot station lay at the entrance to Mumbai harbor. How would such a location be comparable to ports around the world? Picture locating the New York Sandy Hook pilot station under the Verizzano bridge. In Japan, the pilot station to Tokyo Harbor would be at Fort No. 2. In Denmark, put the station at the entrance to the MAAS at

the Hook. In South Africa, the Durban pilot station would be at the harbor entrance by way of the old fort (now well removed). In Hong Kong, the pilot station would be back at Green Island.

The pilot station location made no allowance for the pilot passage meeting, that is, the master / pilot exchange. By the time the pilot got aboard and on the bridge the ship would be committed to entering the harbor. There would be no time to execute a proper master / pilot conference, let alone review a pilot passage plan. This surprised me as I have observed India to be a major contributor and proponent to maritime regulation and safety standards at the IMO and in the maritime publications. Their attention to ISM details is legendary.

To complicate our difficulties was a severely undisciplined VHF culture. Arriving at the Mumbai port limits we quickly ascertained that VHF communications would be difficult. There was absolutely no discipline; the designated VHF channels were buried under a heavy and continuous chit-chat by unknown stations. Unlike the United States, there was no evidence of a government entity trying to regulate or mitigate the transmissions. Communications with port control and the pilot were hit and miss and definitely line of sight.

As we slowly proceeded to the pilot station, we monitored communications and ECDIS for progress of our colleague trying to hold his position. ECDIS located his ship just short of the pilot station. Snippets of VHF communication revealed a calm but distressed master trying to maintain control of his ship under increasingly difficult circum-

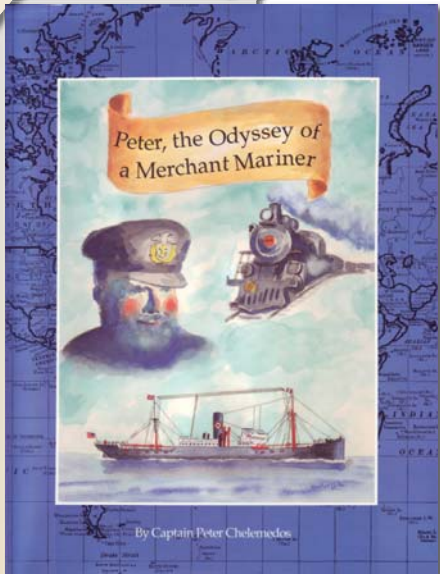
stances.

It soon became apparent to us what his circumstances were. Out of the thick haze that restricted visibility to less than a mile we observed the *MV MSC CHITRA*. Equivalent in length and displacement to us, the *CHITRA* lay immediately to the north of the channel, listing so heavy to port her rail was in the water. She was obviously on the bottom. A huge salvage crane was alongside trying to make good a very bad situation.

As we closed on the pilot station, ships and floating platforms appeared directly ahead. The channel turned at the pilot station. Those ships and platforms were at anchor inside the harbor but outside the channel. In such tight and restrictive quarters, radar and ECDIS were nearly overwhelmed with targets. One of the ships observed appeared to be outbound in the narrow channel. After a few tense moments my bridge team ascertained the observed ship to be stopped if not at anchor. In the haze we were unable to determine an anchor ball or stretch of chain.

VHF communications remained jammed. With no sign of the pilot and no guidance from port control, I proceeded slowly ahead closing on the pilot station and rapidly running out of options. And I was committed, as there was no place to go except ahead: the channel was narrow with mud flats port and starboard, to stop at the pilot station would block the channel and the safe passage of any other deep draft ship. Calls for the pilot went unanswered. Pilot launches were observed nearby but seemed to have other business. Now committed to enter

*Continued on page 27>>>*



by Captain  
Peter Chelemedos  
#1671-R

## Peter, the Odyssey of a Merchant Mariner

### Chapter 5: On the Road Again August - November 1938

When I left the *SOUTHERN LADY* at Jacksonville, Florida, it was well into August. I had received a letter from Dagfern Anderson, a crew member on the *FERNBANK*, telling me of its scheduled arrival in San Pedro in early November. I started hitchhiking back to California. The morning found me on the outskirts of town on the highway west, a suitcase of blankets and a change of clothes, towels and soap from the ship in my hand, and San Pedro on my mind.

While I was standing by the highway awaiting a ride, I was approached by a man who asked, "Where are you headed?"

"California," I replied.

After a bit more conversation about my ship and reason for heading west, the stranger said, "I have a brother who works for Railway Express. Maybe I can get him to get you a pass so you can ride the train instead of hitchhiking. I can probably get him to fix you up for about twenty dollars."

I thought a bit about this and, thinking of the hassle of hopping the freight trains, having a pass began to sound like a good idea. I gave the man twenty dollars, which was most of the cash I had saved up. I watched him go across the road to the Railway Express office. I

waited, and I waited.

Finally, I walked over to the office. No one was there. Another door leading out the back of the building was open. I slowly walked back to the highway, a little wiser to be sure.

I slept a couple of nights by the side of the road with the mosquitoes and, by the end of the week, reached New Orleans. By the time I reached Houston, my hitchhiking luck gave out altogether. It was back to the freight yards again.

I put the suitcase in at Railway Express, collect, shipped to myself c/o San Francisco. That was the last I saw of it. Then I went on into the freight yard. I slept that night in a boxcar. Not all night, as a switch engine started shunting the car around, and presently hooked it onto a train. Then I slept, confident that we were bound west. But no, morning found me in Galveston, a bit out of my way.

I tried the docks again for a meal, and got some black bread and coffee from a German ship, the *BORKUM*, and also was given a suit of German sailor's clothing. This consisted of a large jumper and a very baggy pair of black trousers that ended snugly below the knee in sort of a knicker affair. Also a "matrosser" cap. I took the ship's name band off this flat cap and hied myself to the freight yards to don this outfit and pack my dungarees.

I grabbed a freight and was on my way again toward Houston. I slept at the Salvation Army in Houston that night, and was dismayed to find they had put my clothes through a sulphur fumigation during the night. The following day when I tried to hitchhike, I was politely let out of a car after only a few minutes. So it was back to the freights.

From Houston this time, I rode the "Katy" to Fort Worth and hit the Texas Pacific to El Paso, then the Southern Pacific to California. I had been telling the railroad men that I had missed my ship in Galveston and was on my way to San Pedro to re-join it. This was okay so far as they were concerned, so they let me ride. But the border patrol was an outfit that accepted only the truth, so I gave it to them with no elaborations except to claim my parents had been killed in an auto accident, and I was on my way home anyway so it would be only an expense for them to send me there. So I rode on. By the time I reached Ontario, California, my shoes had given out. They fell apart above the soles, and nearly tripped me up when I tried to hop a freight out of Bakersfield. It took all my strength to pull myself up on the car when I missed my footing. Although shoes had been offered me along the way, the railroad men all seemed to wear sizes seven, eight or nine; none of these would

fit my size elevens. I had no recourse but to ask for a pair from the Salvation Army. The woman at the Salvation Army office called up a number of people and finally after much banter gave me a pair to try on. I did, but the pair she gave me were old and sun-rotted and fell apart as I put them on. She refused to give me another pair since I had received my "allotment."

Oh well, I spent the night at the mission and got supper and breakfast and a bath. I then went back up the tracks a mile or so and camped under a railroad bridge in a dry creek bed. I scrounged some walnuts from the trees near the tracks and ate grapes from a nearby vineyard. Another hobo and myself gathered some black-eyed peas from the platform of a warehouse where they had been unloaded.

There was a fruit-picker's camp up the line a mile or so at Guasti, and by the end of the week I was up there looking around. The people there were migrant workers from Arkansas, Texas and Oklahoma working on the grape harvest for the Guasti winery. They were being paid in scrip redeemable at the winery's company store. If they wanted cash, the scrip was discounted thirty percent. I couldn't get on at the winery for being underage.

I went over to a nearby dump and salvaged enough cardboard to build a shack against a barbed wire fence in the camp area. I cut the end out of an automobile gas tank for a stove and got a blanket from one of the Mexican women in the camp. Then I went to work for a nearby independent picker for a few weeks. I was paid five cents for a thirty-pound box picked and carried through kneedeep sand down the long rows to the road. I made enough this way to buy food for my little "home" as long as the crop lasted. Most of this time I went barefoot.

One evening, I sat with my Mexican friends on the porch of the one house in the campsite listening to a radio commentator's report of Germany's takeover of Czechoslovakia. Britain's Neville

Chamberlain had negotiated with Hitler and promised "Peace in our time." The news of this event seemed to cast a pall over those of us listening, some of whom were veterans of the first World War.

By the time I was ready to leave, I had only one dollar saved up. I saw an advertisement that there were tennis shoes for sale at a drugstore in Ontario for a dollar a pair. I walked the three miles or so over, but there, too, ran into some trouble. I had no socks and they were two bits a pair. The clerk wouldn't let me try on the shoes without them. I explained my predicament, so he gave

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*Hold Position >>> from page 25*

the harbor, I fully expected the dreaded instructions to come but then the pilot boat appeared, the pilot was embarked, gained the bridge and an uneventful passage accomplished.

With the pilot passage safely underway I protested the boarding station location to my pilot. The pilot readily agreed with my concerns and the need to reconsider the location of the pilot station. To endorse my assessment of the dangers he pointed out a nearby containership that was at anchor nearby, the same ship we thought was outbound. It was the *MV NORDLAKE*. It had collided with the Indian Navy ship *INS VINDHYAGIRL*, at the pilot station. At the time the *VINDHYAGIRL* was conducting a day cruise with family members on board in a Navy Day celebration. The *VINDHYAGIRL* eventually sank at its berth, fortunately there were no fatalities. The pilot station location was determined by port management and it had remained adamantly opposed to any changes, maintaining it was the responsibility of the master to affect a safe passage.

This was all the evidence I needed to cement my conviction that Mumbai is a dangerous port. The collisions observed were not the first for Mumbai; I have read of numerous collisions at Mumbai over the years of my sea service. It was evident that the port is not in the hands of reasonable persons or management.

me a pair of socks and I proceeded to try on shoes. The largest size he had were size ten. I took them anyway and cut the toes off after I left the store.

My hitchhiking and walking finally got me to San Pedro, arriving in early November. I found that the *FERNBANK* was in, but she was anchored out in the harbor taking on fuel. I counted the few pennies in my pocket. It was not enough to eat on, let alone pay for a water-taxi ride out to the anchorage. I sat on a rocky cliff looking at her over the misty harbor. I felt really alone at that moment. ☆

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What port in the world would place the safety of its assets entirely in the hand of an unknown ship's master? What would be the economic consequence to the port of a ship sinking at the pilot station. Hundreds of thousands of Rupee? Millions? Tens of millions? Much of the reasoning for the pilot station location is due to the Summer monsoon. But I think this reason has been well tread and trampled. The pilot station location may have been appropriate for breakbulk ships back in the day but times have changed. There are safe ways to embark a pilot, even in difficult seas. There are alternate means too. The Port of Durban has used helicopters for years. Surely India has the capacity to support helicopters. Durban uses helicopters year round. India would only need them for the duration of the Summer monsoon, approximately 3 months time.

It appears the Port of Mumbai does not value its commercial assets or its place as a important commercial port in the Indian Ocean/ Red Sea / Persian Gulf loci. It appears they will rely on the master to protect them from any calamity. After all, they will instruct the master of a 60000 GRT ship, proceeding at 5 knots to "*Hold your position, Captain!*" Obviously we can do anything! ☆

*Captain Coulombe's first call to Mumbai was February 4, 2011, as Master of the MAERSK WYOMING.*

## Close Call in the Aleutians

*The perfect storm, winter in the Aleutians, tough ship, tougher crew, doing it right the first time, a Ph.D. in seamanship, Captain Tom Gibson, survival.*



by Captain Pete Booth #3063-R

While on my initial foray into the world of T-AGOS sailing as chief mate with Captain Tom Gibson on the *USNS BOLD*, he recounted a gut-wrenching saga of a few years prior during which he came close to losing his ship and crew in a similar vessel. Here's the story:

Late in December of 1987, Captain Gibson was the master of the *USNS ASSERTIVE*, a T-AGOS vessel similar to the *BOLD*. The ship was on an assignment in the vicinity of Amchitka Island, notable as the site for several underground nuclear tests in the seventies, and situated in the western reaches of the one thousand miles of Alaska's Aleutian Island chain. The winter weather in and about this area of the north Pacific can be extremely severe and unpredictable; prudent mariners are conditioned to healthy doses of all the weather data available.

The *ASSERTIVE* had a recent weather prognosis which indicated a significant low pressure area to their west southwest proceeding easterly, which, if it moved according to the weather guessers, would pass comfortably to the south and thus put the ship in the "good" semi-circle with generally following winds and seas. The ship's track was thus laid out such that it would roughly parallel the south-

west coast of Amchitka Island. The below weather chart which the ship received via fax shows the *ASSERTIVE* (AHT) some 800 miles ENE of a strong low (978 mb) and forecast to move roughly easterly. Captain Gibson retired to his stateroom just below the bridge around 2000, most likely feeling confident he would be in good shape as the fast-moving low headed well to the south of his westerly track.

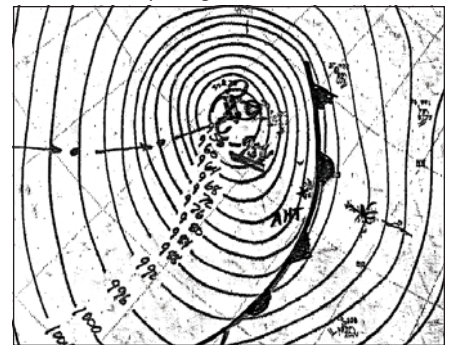
However, shortly after midnight, his third mate called and stated the southeast winds (on their stern) had freshened and the barometer had dropped sharply. Around 0300, the winds shifted suddenly to the southwest (on his port bow), the velocity increased to 60 knots gusting higher and, predictably, the seas followed suit. Below is the actual weather depiction showing the massively intensified storm, still about 400 miles to the



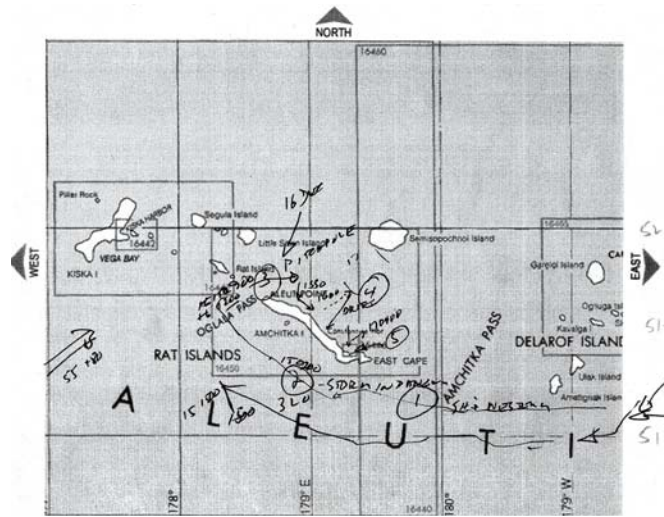
The weather chart shows the *ASSERTIVE* (AHT) some 800 miles ENE of a strong low (978 mb) and forecast to move roughly easterly.

west, now moving northeast. The center pressure had fallen to 954 mb or 27.75 inches of mercury. Bottom line: The storm, instead of passing comfortably to the south of *ASSERTIVE* had suddenly and vastly intensified and swung to a more northerly track, thus placing the ship in the dangerous semi-circle of a major storm with hurricane-force winds and monster seas.

At this point, as Captain Gibson's later narrative will attest, the ship had rapidly transitioned from a transit mode to one of survival, now attempting to head southwest to exit the rough weather as quickly as possible. (Recall that even in calm seas, the T-AGOS can only make a bit better than ten knots). In this case, as with most ocean-going vessels, the best (and safest) sea-keeping maneuver is to put the strong seas on either bow about twenty degrees. But, even with



The massively intensified storm, still about 400 miles to the west, now moving northeast. The center pressure had fallen to 954 mb or 27.75 inches of mercury.





full power, *ASSERTIVE* cannot maintain its heading and seeks its own will by being driven broadside to the giant seas. At this point the master decided to seek a lee on the northeast side of Amchitka Island by transiting northeast through the Oglala Pass (See chart at chapter start). To complicate an already uncomfortable situation, the chief engineer called the bridge stating all his alarms were inoperable, a precursor of a series of ever-more serious engineering problems to come.

The synoptic situation on the morning of the 15th was fearsome: Tight pressure gradients (extremely strong winds) and a center pressure of 937 mb. For those non-mariners, the average pressure of a category three hurricane sporting winds of around 130 mph is 950 mb. This indeed had transitioned almost overnight into a monster storm.

It was at this point, faced with no alternative other than to put his stern to the winds and seas and seek a relative safe haven, and headed well into the pass that he, his crew and ship were to almost experience what few mariners have ever lived through: pitch-poling, wherein the ship's bow digs deep into the seas while the stern and screws come clear such that the vessel is in danger of "tumbling" end over end in the longitudinal axis. Had that occurred, this tale would be moot, many wondering what had hap-

pened so far away on a dark and stormy Pacific Ocean night.

Buttressing his bridge crew with an additional mate, the ship's bos'n and an extra lookout, the ship made it through the pass and into the relative comfort of an island lee wherein the seas were only sea state six (25-foot seas), but with the wind still howling with hurricane force.

Without doubt, Captain Gibson's actions and decisions — along with his crew — managed to stabilize a very tough, dangerous and life-threatening maritime situation.

The reader is justified in assuming that this is the happy end to a tough twenty-four hours in the life of some 27 professional mariners. Not too fast, for the chief engineer started having serious problems with his plant such that the ship ended up dead-in-the-water (DIW). Within a few minutes, the ship, now only three miles to the northeast of Amchitka Island, went broadside to the winds and commenced drifting towards the only land downwind of their position, Semisopachnai Island, only four drifting hours away. Of course, as the *ASSERTIVE* drifted further from the protection of the lee, the seas increased due to the hurricane-force winds.

Fortunately, the ship regained partial power and Captain Gibson headed into the wind and seas towards the only safe

haven, the small, cliff-lined, unlighted, Constantine Harbor situated on the extreme northeast tip of Amchitka Island. He needed a steady deck so that the chief engineer could replace several components of his high-tech, 600-volt plant that had gone on the fritz due to sea water down the stacks and extreme movement of the ship. He needed relatively calm seas to do this safely. It was pitch dark, the wind was double gale force and the visibility was essentially zero. The master had attempted to moor alongside the only pier but was driven off by the strong winds and opted to drop both anchors.

The relative calm of the tiny harbor provided enough time for the chief engineer to make his repairs, but just barely, for both anchors started to drag. They housed one anchor and upon the second breaking clear of the water, found it was fouled by a barnacled chain, long neglected in the lonesome harbor. As with all of the ship's actions in the preceding two days, this final evolution was cleared up and the ship headed out through the narrow harbor entrance for open water.

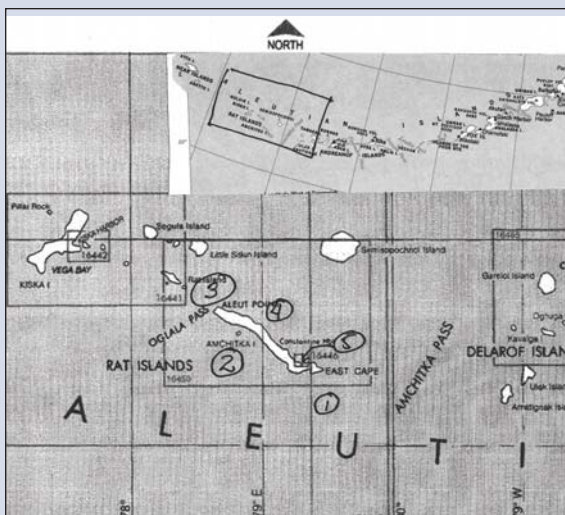
Now that I've outlined the macros of this astounding story of courage, tough decisions, horrible weather and a stalwart ship, I think it best to offer Captain

*Continued on next page >>>*

## Visual Summary of *ASSERTIVE*'s Positions

Using the chart, here's a visual summary — note the large-scale chart of the Aleutians top right with the box in detail below. Circled numbers correspond as follows:

1. The *ASSERTIVE* preceding westerly under the assurance that the storm would pass well to the south.
2. Storm veers north placing vessel in dangerous semi-circle and unable to hold head into the SW winds and seas. Multiple engine room problems.
3. Master opts to run downwind through the Oglala Pass and seek the lee of Amchitka Island.
4. Safely in the lee, the ship loses all power and goes DIW. SW winds drift the ship towards Semisopochnoi Island.
5. Engineer manages to get some power. Master decides to run for tiny, unlighted and unmanned Constantine Harbor to effect repairs. Unable to dock or hold with two anchors, he decides to seek open water following limited repair to his propulsion.



*Aleutians>>>Continued from page 29*

Gibson's statement written at the time in his own words to chronicle the "rest of this harrowing story." Here it is, only slightly edited for brevity.

## Captain Gibson's Statement

The evening before our departure the progs revealed that the weather enroute looked good. The 48 hour prog showed a low that would proceed due east. The max winds enroute to our destination to the NW would be 25-30 with a following sea. Weather on departure revealed no significant development or changes in the preceding forecast. The crew was ready to go to sea.

When I went to bed at 2000 the winds and pressure confirmed that the low was heading easterly as the progs had forecast. I was awakened at 0100 by the third mate because the winds had freshened to 40 knots and the barometer had dropped significantly. The winds had backed to more east-southeast. I informed the Mate to alter course to the right. I suspected that the low had taken an east-northeast turn. I informed him we would try to proceed on a more northerly heading than due west to open the distance between the ship and the center of the low and to continue the voyage with the winds astern and on the best side of the storm. Just as a note, the mates were accustomed to report any significant changes in barometer or winds and to report hourly observations vice once a watch.

Shortly thereafter the winds veered rapidly and intensified. The direction of the wind veered from 150 true to 205 true. The intensity changed from 35 knots to a sustained 60 knots and swell height doubled. During this time we did various courses and speeds to maximize ride. I decided to come to a course of 205 and increase speed to head into the seas. This maneuver was done as a standard, cyclonic storm maneuver. I was apparently on the worst side of the storm so I put the seas and wind on my starboard bow and made as much way as possible to exit the storm. This was done at about

0620. The storm appeared to have taken a drastic northerly turn. We sustained this course as long as possible. However, the winds and seas were too high to maintain steerage, as the ship's heading would fall off to port or starboard and we were unable to come back to our original course even under full power. Also at this time the engineer reported multiple alarms. I then came to a course of 040 true because the engineer called the bridge and said all alarm circuits were down and he was unable to monitor any of the main motors.

There was a solid mist of seawater in the air and visibility was reduced which indicated wind speeds in excess of 65 knots. At 0745. I called the boatswain to have an additional man on watch. Also at this time the situation had degraded to where I had to react to ship's safety solely. We were on a course of 045, 80 rpms. I requested that the second mate return to the bridge and evaluate navigational fixes, both electronic and radar to determine accuracy of the electronics and also determine our advance toward land. At this time there were five people on the bridge; the chief mate had the watch.

At this point the barometer started to rise slowly that indicated the wind might start to veer more. The engineering casualties were apparently caused by the heavy pitching. I felt we could not head back into the sea without causing further casualties in the engine room and would not be able to detect them if they occurred. I started to assess the coast we were approaching for dangers and a possible opening we could transit. Krysi Pass and Sea Lion Pass were unacceptable due to shoal waters. Our only option was Uglala Pass.

At this time, I slowed to 80 rpms because I suspected the wind would veer more astern and help us on a course through the pass. We made a course change at 1005 to 055 and

*Ocean-going research ship similar to the USNS ASSERTIVE*

increased speed. At 1015 we changed course to 065 because the wind did veer some so that we could come right even more. A heading of 088 true was as much east as we could obtain and seemed to be working well. At 1121, we increased speed steadily to 170 rpm because we had apparently obtained as much of an easterly course as we needed and I wanted to have better steerage as we approached the 50 fathom curve.

Upon entering the pass, we observed the weather to be winds 230 at about 55, gusting to 85; visibility was 1/8th of a mile; the skies were overcast and obscured; barometer was 968 and rising. Wave height was 230 true at 30-40 feet. Also, upon approaching the entrance to the pass, the stern of the vessel was being lifted in the air by large swells with such force as to stop the main shafts under full power. We also experienced a pitch-poled effect on the bow whereas the bow was forced downward so much that the bulwarks on the bow were submerged under blue water. The vessel would then surf on the waves. On a few occasions, over speed trips were tripped.

After we made it through the pass I began to angle toward the lee of the island as much as we safely could while still running with the seas. About 8 miles from the pass we started to gain the lee and sea condition was down to a sea state six but the winds were still high. I then turned the vessel to the south directly toward the island to obtain a better lee. As we were proceeding to the lee, we experienced numerous engineering casualties. We obtained the lee of the island and were running parallel



to the shore, about three miles off. The numerous engineering problems finally culminated in going DIW.

At 1643 I elected to send a distress call as we were drifting away from the lee of Amchitka Island and dead in the water. To complicate matters further, we were making about 4 knots sideways with the wind at 240, 55 knots, gusting to 75, visibility was at 1/10th of a mile due to rain showers and seas were increasing as we were losing the lee. Another consideration was the wind and seas were forcing us to drift towards Semisopochnol Island. After reviewing the charts I determined there was no chance of an anchor grabbing prior to making shore. We were about 17 miles away from the island, which gave us about four hours.

By 1912 the engineers had all power restored. We proceeded back to the lee of the island. My chief engineer then informed me that he had to change a circuit board, but due to electrocution hazards could not do so in the present sea state. We found a small harbor on the island that I elected to enter at first light to possibly anchor, change the circuit card and to further assess damage. The available information on the harbor was limited and we still had high winds. The harbor entrance was 2/10 of a mile across with kelp beds and rocks on both sides of the channel. Also, there were no aids to navigation, buoys or lights. There was one dock which we briefly tied up to, but the winds were too strong for the lines and we anchored in the harbor.

At first, we anchored with our port anchor, but it began to drag due to the high winds. I dropped the starboard anchor kedg style. They held long enough to make repairs and assess some damage. Then the starboard anchor began to slip. Upon retrieving the starboard anchor to reset it the mate informed me that the anchor was fouled with a large open-link chain. We rigged a hook on the chain and lowered our anchor down and freed it from the fouling chain. After retrieving and housing our anchor, the chain was let go. Due to

the high winds with gusts to 75 knots, the port anchor began slipping. As the harbor was all rock cliffs I decided to put back to sea. All of this was done in high winds, darkness and complete snow white outs. We then returned to our original port for repairs and to restock our spares.

### Author's Perspective

From the comfort of a warm and unmoving office far from the ocean, I offer the following commentary, happy that I was not the master at the time. They are certainly not all inclusive, but more a summary of what Captain Gibson did correctly under the overriding mantra of prudent and reasoned judgment.

He proactively ensured he and his mates had the best weather information available. Those forecasts indicated no significant problems other than the winds would be close to gale force velocity, not a situation that would call for a cancellation of the voyage. His decision to move north to stay well in the safe semicircle was prudent.

When the wind and seas drastically increased, he buttressed his bridge team. Smart move; more brains are better than one or two.

His decision when to the south of Amchitka Island to put the seas on his starboard bow was a by-the-book maneuver intended to expeditiously clear the worst of the heavy seas and strong winds. Unfortunately, the underpowered *ASSERTIVE* could not hold its head up adequately, thus negating this course of action.

His decision to reverse course and seek the lee of Amchitka Island was his only fall-back option, particularly in view of the no-alarms problems of the engineer. As an aside, the specter of pitch-poling as the ship sailed downwind and seas is particularly ominous from the perspective of the T-AGOS bridge in that it is only some forty feet aft of the prow. The watch team could only stand stoically as the bow dug in, the stern drew clear of the seas and the twin screws stopped.

Once in the lee of Amchitka Island

with "only" a SS6, the ship totally lost propulsion, went broadside to the seas started drifting rapidly towards a rocky island only four hours away. Prudently, Captain Gibson notified a shore station of his plight. Whether it was a "mayday" or not is not at issue; that he clearly notified the shore folks of his problems, is totally correct.

The entry into and about the tiny harbor of Constantine was accomplished in the master's words, "... *in high winds, darkness and complete snow white-outs.*" His seamanship and judgment allowed the engineers to effect some dicey repairs.

Overall, from my perspective, Captain Gibson made a series of prudent and judgmentally correct decisions that undoubtedly saved his ship and twenty-seven-man crew. Well done to my friend and master mariner, Tom Gibson.



Captain Gibson, CAMM member #3285-R, as master of the *USNS Bold*

### Epilogue

The proud ship, *USNS ASSERTIVE* was transferred to the National Atmospheric and Oceanographic Administration in 2004 and is still active in sailing the oceans and waters of the world.

Captain Tom Gibson sailed for several more years on various T-AGOS vessels as master, always the consummate mariner and greatly respected by his employer and crews with whom he sailed. In the mid-nineties he became one of four harbor pilots for the port of Gulfport, Mississippi, guiding ocean going ships into and out the long Gulfport channel, all the while embellishing his reputation as no-nonsense master mariner. One of his many mantras in years to come: "A *bad day at sea is better than a good day in port.*" ☆

## The USA is toughening up on ship ballast dumping



by Captain  
Rodger MacDonald  
Secretary-General  
IFSMA

IFSMA has been watching the progress of the International Convention for the Control and Management of Ships' Ballast Water and

Sediments (BWM) since it was adopted on the 13th February 2004, and will enter into force 12 months after ratification by 30 States, representing 35% of world merchant shipping tonnage. As of October 2010, 27 States have ratified the Convention, representing 25.32% of world merchant shipping tonnage. This convention aims to prevent the potentially devastating effects of the spread of harmful aquatic organisms carried by ships' ballast water from one region to another.

IFSMA's main concern for our shipmasters is the potential for them to be criminalized as soon as the convention gains 'international status'. Having said that IFSMA has always been concerned with the devastating damage that ballast

water can have. The spread of invasive species is now recognized as one of the greatest threats to the ecological and the economic well being of the planet. These species are causing enormous damage to biodiversity and the valuable natural riches of the earth upon which we depend. Direct and indirect health effects are becoming increasingly serious and the damage to environment is often irreversible. The illustration shows the European Green Crab which is native to the European Atlantic Coast and has been introduced to Southern Australia, South Africa, the USA and Japan. The species is highly adaptable and invasive and resistant to predation due to its hard shell. It competes with and displaces native crabs and becomes a dominant species in invaded areas. It also consumes and depletes a wide range of prey species and alters inter-tidal rocky shore ecosystems.

Japanese shore crabs are threatening native clams and mussels from Maine to Chesapeake Bay, which is infested with 150-plus exotic species. Another invader, the spotted jellyfish, became so abundant in the Gulf of Mexico a decade ago they ripped apart fishing nets and caused a temporary halt to commercial

shrimping. Since arriving in the Great Lakes in the mid-1980s, the zebra mussel and its cousin the quagga mussel have clogged municipal and power plant water intake pipes. They are

blamed for a collapse in levels of Lake Huron salmon and a dramatic increase in botulism that has killed thousands of shore birds. In San Francisco Bay, biologists say that the Asian clam likely caused a decline of striped bass and other competitors for plankton. So from an environmental perspective IFSMA would welcome the first draft of the Coast Guard regulations which would adopt international limits on numbers of organisms per cubic meter of ballast water. The ceilings would take effect next year for new vessels and be phased in over several years for existing ones. A second set of limits about 1,000 times stronger in establishing limits per cubic meter of ballast water would be imposed later if studies show that could be accomplished. Obviously the environmentalists are pushing for a quicker timetable, but the industry is being more pragmatic and wants a realistic timetable. As CDR Gary Croot, chief of the Coast Guards' Environmental Standards Division, wisely stated, "*We certainly don't want to establish a standard that no one can comply with.*" So the final rules being released during the spring of 2011 will reflect public feedback.

Jennifer Carpenter, Senior Vice President of American Waterways Operators has stated that several ship owners are ready and willing to make investments in ballast water treatment technology but have held back because they don't want to spend a million dollars on some system that may have to be ripped out in five years because it doesn't meet the standards. I believe that is a fair view of the problems. There has been some difficulty in designing a system that will be approved by IMO.



*European Green Crab*



# 2011 Command Seminar Series

Seminar Series #1

## Maritime Resource Management

April 27, 2011 🌐 Baltimore, MD USA

### Morning Session: The Challenges of Command in 2011

- 🌐 The Pace of Modern Technology: Will E-navigation Change the Master's Authority?
- 🌐 Criminalization: How Does USCG View This and How Can Seafarers in US Waters Deal With This?
- 🌐 Security and Piracy Policy: International Compliance Through a Cloudy Veil
- 🌐 The International Law of the Carriage of Small Arms and Armed Guards, and the Authority and Action of the Shipmaster

### Afternoon Session: Maritime Resource Management

- 🌐 The Interface Between the Ship and Shore Management
- 🌐 The Relationship Between the Shipmaster, Pilot and Harbor Authorities
- 🌐 Is Training Right for Today's Command?
- 🌐 Discussion Panel

Hosted by The Council of American Master Mariners, Inc.  
Venue: CCMIT (MITAGS), Baltimore, MD USA

[www.mastermariner.org](http://www.mastermariner.org)



Another area of concern is the general lack of reception facilities in some countries. Under Article 5 of the convention, Sediment Reception Facilities Parties undertake to ensure that ports and terminals where cleaning or repair of ballast tanks occurs have adequate reception facilities for the reception of sediments. So countries that adopt strict regulations also have the responsibility to provide adequate facilities to deal with ballast water.

So, IFSMA fully supports the need to stop ballast water introducing invasive species, but please do not let us have a repeat of the experience of shipmasters and other seafarers being criminalized for pollution incidents and accidents that have occurred beyond their control.

### The 2011 CAMM AGA and the Command Seminar

As I mentioned last time the Command Seminar will take place on the day immediately prior to the CAMM Annual Meeting in Baltimore. I am delighted to have the honor of being invited to speak at your AGA and I look forward to seeing you there. I would hope to see many of you at the Command Seminar and as you can see from the program we have some excellent speakers to discuss key concerns that face today's shipmasters. 🌐

## IFSMA 37<sup>th</sup> Annual General Assembly

June 9-10, 2011  
Halifax, Nova Scotia

[www.ifsma.org](http://www.ifsma.org)

Seminar Series #2

## Shipping & Environmental Issues

### What more can be done?

June 7-8, 2011 🌐 Halifax, Nova Scotia, Canada

### Papers Presented on these topics and more:

- Fair Treatment of Seafarers following Pollution Incident  
*John O' Connor, Counsel to Canadian Merchant Service Guild, Ottawa*
- New Regulatory Requirements for Off-shore Oil/Gas Drilling Operations  
*Dr. Jens-Uwe Schroder World Maritime University, Malmö, Sweden*
- Hybrid Tug Design Reduces Operational Emissions  
*Paul Jamer, VP, Aspin Kemp, Halifax*



Hosted by the Company of Master Mariners of Canada  
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*The Company of Master Mariners of Canada is a professional association for those qualified to command. It was established to encourage and maintain high and honourable standards within the nautical profession, further the efficiency of the Sea Service, and uphold the status, dignity and prestige of Master Mariners.*

### Last Voyage of the CITY OF RAYVILLE



*by Captain  
Alan Knight  
CMMC Halifax*

On a November afternoon in 1940, the last sling of lead ingots was swung aboard the U.S.-flag freighter *CITY OF RAYVILLE* in Port Pirie, South Australia, and the clatter of the steam winches fell silent. The crew closed the hatches, and the *CITY OF RAYVILLE* headed down Spencer Gulf, bound for Melbourne, the Panama Canal, and home to New York for Christmas. As the long voyage began, the crew was probably thinking of families and home, and not of the war in far-off Europe. Anyways, the United States was a neutral country, and *CITY OF RAYVILLE* had the Stars and Stripes painted on her sides as testimony to her non-combatant status.

The *CITY OF RAYVILLE* was a 4-hatch 5883-ton ship, built at Tampa, Fla., in 1920, and powered by a 6-cylinder Busch-Sulzer diesel, which propelled her at 11 knots. Commanding the crew of 38 was Captain A.P. Cronin. By the evening of 08th November 1940, *CITY OF RAYVILLE* was approaching the Bass Strait, and passing Cape Otway lighthouse, the southernmost point on the mainland of Australia. At 1947, just as the watch was about to change, a violent explosion rocked the ship. The foremast collapsed, and water, hatch boards, and thousands of lead ingots began plunging from the sky, slamming into the ship. *CITY OF RAYVILLE* immediately began to nose-dive, and it was obvious that the ship was doomed. Captain Cronin gave the order to Abandon Ship, and the lifeboats were cleared away. With the ship settling fast, the evacuation was understandably hurried, and when heads were counted, it was found that James "Mack" Bryan of Norfolk, Va., was missing. More than a year before the Japanese attack on Pearl Harbour, the U.S. Merchant Marine had suffered its first

casualty of the Second World War.

*CITY OF RAYVILLE* had fallen victim to the Nazi commerce raider *PINGUIN* which had captured the Norwegian tanker *STORSTAD*, re-named it *PASSAT*, and equipped it as a mine-layer. *PINGUIN* headed for the approaches to Sydney to lay mines, and *PASSAT* was sent to mine the "choke point" off Cape Otway, where ships arriving from the Southern Ocean would be closing the coast, heading for Melbourne. The previous day, the British freighter *CAMBRIDGE* was sunk in the area, but at the time no one realized that she had been sunk by a mine.

The survivors of the *CITY OF RAYVILLE* were now in a difficult situation; six miles from shore, with the light almost gone, soaked in spray, and with a chill wind blowing. Fortunately, the keeper of Cape Otway light had witnessed the explosion, and had raised the alarm. Fishermen from nearby Apollo Bay put to sea, and despite the rough sea and the darkness, managed to find the two lifeboats in the dark. The fishermen took the survivors on board, and carried them to Apollo Bay, where they were put up in the Ballarat Hotel, until arrangements were made for their transit to Melbourne, and their return to the U.S. On behalf of his crew, Captain Cronin wrote to the Prime Minister of Australia, Robert Menzies, thanking the Australians for their rescue, and subsequent kindnesses.

The wreck of the *CITY OF RAYVILLE* lies in 70 metres of water, and is protected under the Historic Shipwrecks Act. The flash of Cape Otway lighthouse and the Southern Cross, mark the grave of "Mack" Bryan, the first member of the U.S. Merchant Marine to die during the Second World War. 🍁





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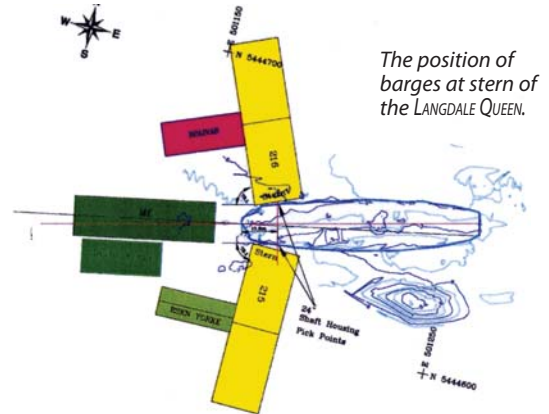
## Langdale>>> from page 35

and sealed on the deck. When the tubes were in place, divers went inside the tubes and cut openings in the deck to allow access to the hull. Nine pumps (three in each tube) each with a capacity of eighteen tons per minute were lowered through the tubes into the hull with their discharge lines coming up through the tubes.

Prior to starting the raising operation, a safety meeting was held to discuss procedures, communications, positioning, designate foremen, oper-

ators, safety personnel and safe areas were defined.

On the 31st of March 2009 the first salvage attempt was made. With the pumps operating she did come up to the surface. However, due to the poor stability of the vessel and the free surface effect of the water inside the hull she came to the surface with a heavy list to starboard. Realizing this was not going to work, the pumps were stopped and she settled back to



The position of barges at stern of the LANGDALE QUEEN.

DRAWING COURTESY OF MITCH HUGHES



PHOTO COURTESY OF BC FERRIES

SS ASBURY PARK, New Jersey and New York.



PHOTO COURTESY OF BC FERRIES

SS CITY OF SACRAMENTO, San Francisco Bay and Puget Sound.



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KAHLOKE, Black Ball Ferries, LTD.



PHOTO COURTESY OF BC FERRIES

LANGDALE QUEEN, BC Ferries.

## Vessel History

300 feet long, 58 feet wide with a hull depth of 20 feet.

The LANGDALE QUEEN (O. N. 195485) has a very long and colourful history. She was built in 1903 by William Cramp & Sons as the SS ASBURY PARK for service between New Jersey and New York.

In 1918 she sailed via the Panama Canal to San Francisco Bay and was renamed the SS CITY OF SAN SACRAMENTO. While in San Francisco, her configuration from the main deck up was changed to load and discharge vehicles from the bow and stern. She sailed in San Francisco Bay until 1941, when she sailed to Puget Sound where she sailed on the Seattle-Bremerton run.

In 1952, Black Ball Ferries Ltd. acquired her, and had her rebuilt at Yarrow Ltd. at Esquimalt, BC. She was renamed KAHLOKE and repowered with four sixteen-cylinder General Motors diesel engines producing 6,560 BHP. In 1953, she was the first of the Black Ball Ferries to sail on the Horseshoe Bay - Departure Bay run.

When BC Ferries took over the Canadian operations of Black Ball Ferries she was renamed LANGDALE QUEEN and used on the Horseshoe Bay - Langdale run. On the 23rd of July, 1976 she made her last departure from Horseshoe Bay. She sailed to the Deas Dock where her engines were removed and gravel ballast was installed to replace the engine weight and maintain stability.

After decommissioning and disposal by BC Ferries, she was owned by a number of owners who had big dreams that never seemed to come true. She was renamed LADY GRACE (although this name does not show in ship registry.) She was moored in Coal Harbour for a time where she sank at her moorings. Later she was re-floated and moved away from there. At a later date she was stripped to the car deck and moved to east of Berry Point in Vancouver Harbour where she was used as a dock barge for many years. She eventually ended up in the Fraser River where she again sank.



the bottom.

Concluding that the *LANGDALE QUEEN* had to be stabilized during the raising, the following procedure was put into action. Two barges were outfitted with rod jacks capable of lifting five hundred tons each. The barges were positioned transversely on each side at the stern of the *LANGDALE QUEEN*. The rod jacks were attached by cables to the tail shafts on each side of the vessel.

At the start of the procedure, the pumps were turned on in a specific order and the rod jacks were used to raise the stern of the *LANGDALE QUEEN* to the surface. Once the stern was raised above the surface, all the pumps were engaged, which brought the remainder of the vessel to the surface. (See photos, right.)

The pumps at the aft end of the vessel were started first, at the same time the starboard barge took up to one hundred and fifty tons of strain with the port barge taking twenty tons of strain. The forward end of the *LANGDALE QUEEN* was attached to a buoy (See Photo #10) with a 1000 horsepower tug standing by to provide assistance as required.

I had the opportunity to observe the *LANGDALE QUEEN* come to the surface. Although to a non-mariner it may not appear to be very exciting, there were some very tense moments as the 106-year old vessel came to the surface. At first the stern came up, then the bow came up and broke the surface. The series of photos speak for themselves as they show the historic *LANGDALE QUEEN* coming to the surface.

Once the *LANGDALE QUEEN* was floating on her lines, a safety meeting with all crew was held to discuss the next phase of operations. All equipment was left in place for assessment of the vessel and inspections commenced.

- Divers checked for ingress of water.
- Shaft tubes were inspected to ensure the packing was in place and not leaking.

The barges and the *LANGDALE QUEEN* were moved to the Delta Tug barge loading ramp and secured. Two employees remained on board for the night to monitor the vessel.

When a vessel is involved in an incident such as sinking or grounding, it is common for the salvage operation to result in increased damage and destruction. The *LANGDALE QUEEN* was successfully salvaged without further damage.

Mitch Hughes has been involved in a number of salvage operations. He was involved in the righting of the capsized barges *GREAT WEST No. 3* and *STRAITS TRAVELLER*. He was in charge of salvaging the *RIVTOW CARRIER* after she had grounded on Camp Point in Johnstone Straits in December 1999. In 2000, he was involved in the salvage of the very large crude carrier *ATIGUN PASS* off the coast of Washington. In 2003, he was project manager of the righting of the capsized log barges *SEASpan RIGGER* and *POWELL CARRIER*. 🍁

## Coming to the surface



PHOTO: MITCH HUGHES



PHOTO: MITCH HUGHES



PHOTO: DON ROSE



PHOTO: DON ROSE



PHOTO: DON ROSE



PHOTO: DON ROSE



## CAPTAIN GEORGE FLAVEL

### COLUMBIA BAR PILOT

Captain George Flavel, for nearly forty years [was] one of the most prominent characters in marine

circles on the Pacific Coast, was a native of Norfolk, Va., but left the Atlantic Coast when quite young and came to California in command of the *PETTY*. After disposing of the cargo of the *PETTY* in Portland he returned to San Francisco and went to the mines.

Making a short stay there he returned to the water and took command of the old *GOLIAH*, which was then running between San Francisco and Sacramento as a passenger steamer. He remained on the *GOLIAH* but a short time (although he ran her between Portland and San Francisco a few trips in 1851), returning to the Columbia early in 1850 as mate and pilot on the old steamship *GOLDHUNTER*. While in this service he was given the first branch license ever issued to a Columbia River pilot by the State.

Leaving the *GOLDHUNTER* he bought the schooner *CALIFORNIA* in San Francisco, and brought her up and put her on the bar in opposition to the *MARY TAYLOR*, then running as a pilot boat. By good management he soon succeeded in ending the opposition and securing full control of the bar pilotage. He made money very rapidly. Thinking, however, that the chances for accumulating a fortune were better on shore, in company with

a man named Aiken he built a sawmill on Young's River, which ruined them both in comparatively short order and forced Captain Flavel to go back to his original calling. Money was plentiful in those days, and Flavel had many friends in the Bay City; so when he went down and stated his case he had no trouble in securing the means to buy an interest in the schooner *HALCYON*, of which he became captain, making money fast in the coasting trade.

With the profits he purchased an interest in the *JANE A. FALKENBERG* and took command, running her for about two years. During this time he retained his interest in the pilot boat *CALIFORNIA*, which was always a money-maker. About 1858 his marine ventures and investments ashore had grown so profitable that he retired from the water himself and gave all his attention to the management of his business. He had full control of the bar pilotage, and, while the rates were high, he kept the service up to a high standard. When Paul Corno put the *RABBONI*, the first tug, in the service, Flavel and his nerry pilots waged such a relentless and untiring opposition, that Corno retired in a short time, loser by several thousand dollars, while the Flavel pilots had prospered.

Soon after the *RABBONI*'s departure the State offered a bonus of \$30,000 to anyone who would maintain a steam tug on the bar for a period of five years. Flavel accepted the offer and built the tug *ASTORIA* in 1869, and for nearly twenty years enjoyed almost a monopoly of the towage and pilotage into the Columbia.

His rates were high, but he gave a service that has not been improved, except in so far as the dangers have been lessened by improvements to the channel; and through all of his régime any opposition that sprang up found continued existence impossible, for the simple reason that his service could not be excelled. The *ASTORIA* handled the business for a few years, and then the *C. J. BRENHAM* was brought out, followed by the *COLUMBIA* and subsequently by the new *ASTORIA*.

About 1887 Captain Flavel sold out his interest in this business to A. M. Simpson and retired from active service, residing in Astoria until his death, which occurred July 3, 1893. No man whose name had been so prominently before the people was more roundly abused by both press and public for many years than Captain George Flavel; and yet in less than a year after his retirement desires were expressed for a restoration of the Flavel management with its high rates but excellent service.

Captain Flavel's success was due in a large measure to a thorough, practical knowledge of the business in which he was engaged. He never sent a man where he would not go himself, and coupled with absolute fearlessness he possessed rare good judgment. With his death passed away a remarkable man. ☆

*Excerpted from Lewis & Dryden's "Marine History of the Pacific Northwest" printed in 1895. George Flavel, is the great grandfather of Captain Mel Flavel, a retired Puget Sound Pilot and CAMM member.*



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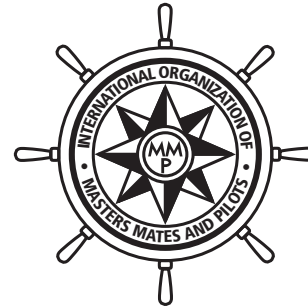
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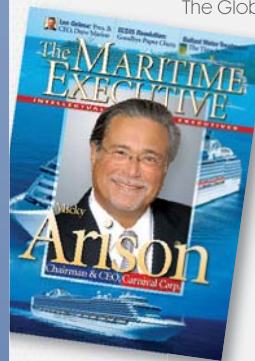
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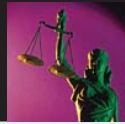
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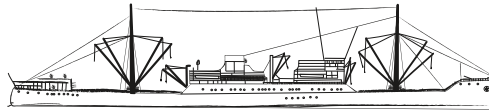
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