



# Sidelights

April 2014

Vol. 44, No 2

Published by the Council of American Master Mariners, Inc.

replaced by other types or removed. For details see U.S. Coast Guard Light List.

**SUPPLEMENTAL INFORMATION**

Consult U.S. Coast Pilot 2 for important supplemental information.

**NOAA WEATHER RADIO BROADCASTS**

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

New London, CT	KHB-47	162.550 MHz
Providence, RI	WXJ-39	162.400 MHz
Riverhead, NY	WXM-80	162.475 MHz

**NOTE B**

These waterways are marked with numerous uncharted private aids.

**CAUTION**

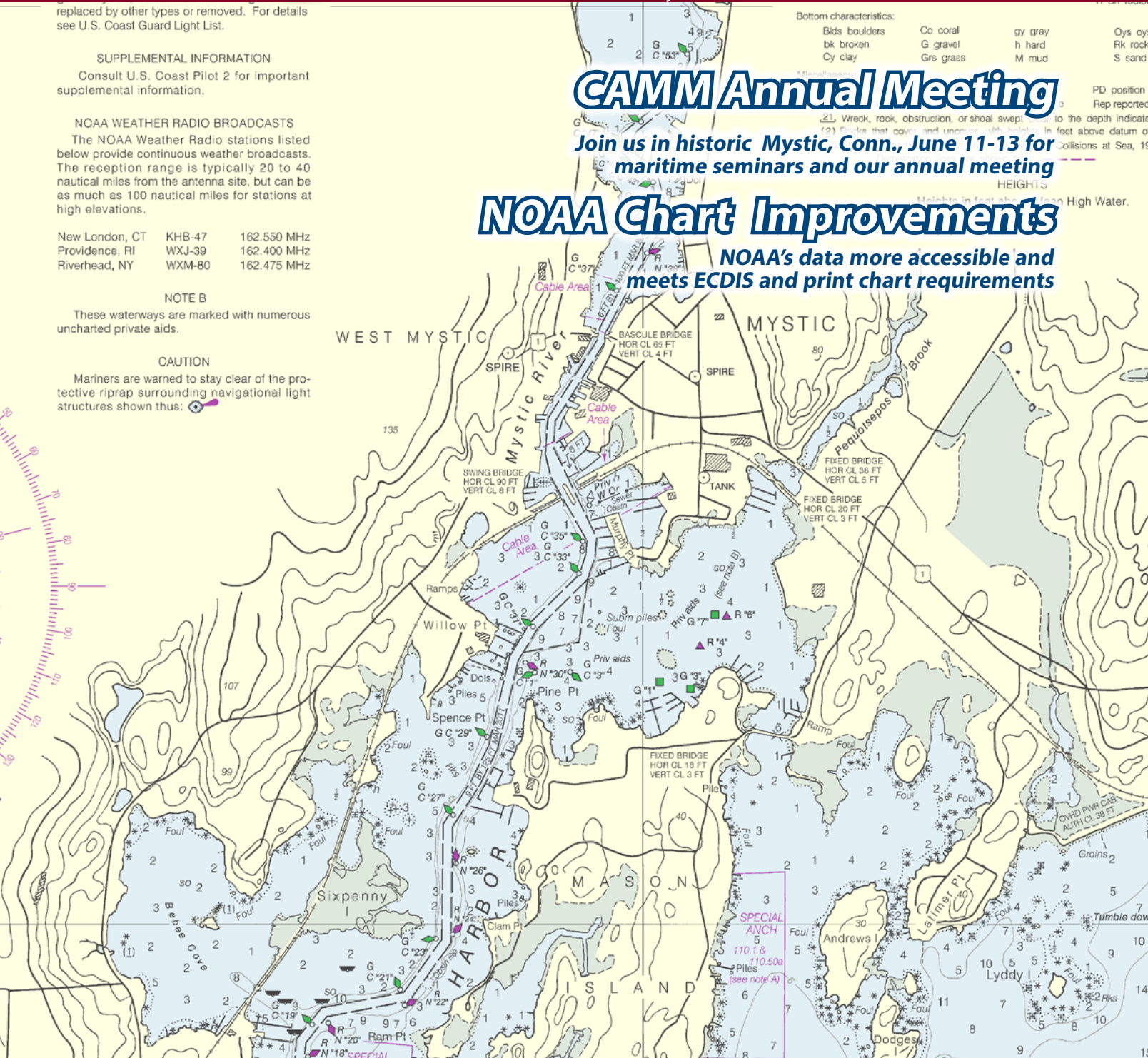
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

## CAMM Annual Meeting

Join us in historic Mystic, Conn., June 11-13 for maritime seminars and our annual meeting

## NOAA Chart Improvements

NOAA's data more accessible and meets ECDIS and print chart requirements



**Mission Statement**

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

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



# CAMM Annual

## Professional Development

### "The Challenges of Educating and

June 11-13, 2014

#### Wednesday, June 11

##### Golf Outing

Shennecossett Golf Course, \$75 per person

##### CAMM Welcome Social

Hilton Mystic

#### Thursday, June 12

##### Professional Development Conference

Mystic Seaport, \$75 per person, transportation from Hilton and lunch  
Featured Speakers

##### Evening Dinner & Cruise

Mystic Seaport, \$50 per person  
Steamboat SABINO

#### Friday, June 13

##### Annual General Meeting

Hilton Mystic, \$65 per person, lunch included  
Council Business

##### Closing Dinner

Hilton Mystic, \$65 per person  
Keynote Speaker

Awards and Recognitions

#### Venues:



**Hilton**

Group code: CAMM

##### Hilton Mystic

20 Coogan Blvd.  
Mystic, CT 06355  
www.hilton.com



##### Mystic Seaport

75 Greenmanville Ave.  
Mystic, CT 06355  
www.mysticseaport.org

#### Featured Speakers



##### Captain John Dickie

International Federation of Shipmasters' Associations (IFSMA) Secretary-General



##### Dr. Nael Aly

Academic Dean, California Maritime Academy



##### Master's Training obligation under the law

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

Maritime Lawyer

Principal Author, "The International Law of the Shipmaster"



##### Captain Ernest Fink

Dean of Maritime Education & Training,  
State University of New York (SUNY) Maritime College



##### Watchstanding Training

Captain George Sandberg, #1919-R

Professor, Department of Marine Transportation,  
United States Merchant Marine Academy

##### Lt. Earl Mayhofer

Assistant Director Academic Affairs, Massachusetts Maritime Academy



##### Father Sinclair Oubre, #3220-A

CAMM Chaplain;

President, Apostleship of the Sea USA

## Register Today! [www.mastermariner.org](http://www.mastermariner.org)

### Pre-meeting golf!

Shennecossett Golf Course

Wednesday, June 11, 2014

Tee Time: 1000 hrs

\$75 Registration fee includes:

golf, cart, box lunch and sleeve of CAMM balls

#### Golf Coordinator:

Captain R.J. Klein

captklein@mastermariner.org

425-246-9814

Register for golf via the CAMM meeting registration form.



# General Meeting

## ment Conference

### Training the Modern Maritime Officer™

Mystic, Conn., USA

#### CAMM Business Meeting



State of CAMM Address by CAMM President Captain R.J. Klein  
Officers' Reports

Election of 2014-16 Slate of Officers

CAMM Views and Positions

CAMM Constitution and By-Law Changes

Anyone interested may register to attend the business meeting; however, only CAMM members will have a voice.

#### Closing Dinner

Keynote Speaker

#### Lalonde Spirit of the Seas Award Presentation

The Father Maurice Lalonde Spirit of the Seas Award is the highest honor that the Council of American Master Mariners can award a member for all of the following: humanitarianism, professionalism, seamanship, life-time achievement and noteworthy accomplishments, along with contributions to the maritime industry and the 'Spirit of the Seas' in their everyday lives.



#### Cash Raffle Ticket Winners Drawing

Buy, sell and return the raffle tickets in your annual dues packet for a chance to win cold hard cash. Winner drawn at the Closing Dinner. Join in CAMM's only fundraiser for the year!



#### Introduction of 2014-2016 CAMM Slate of Officers

Thank you to our Sponsors



#### Registration

Due May 1, 2014.

Form is on page 6 or online at [mastermariner.org](http://mastermariner.org). Must submit payment with registration.

#### Accommodations

Hilton Mystic Group Rate code: "CAMM". Room rates are:

\$139 + tax per night (Sun-Thur) and \$179 + tax per night (Fri & Sat).

#### Transportation

Bradley Int'l, Hartford, CT (BDL); 68 miles

Boston Logan, Boston, MA (BOS); 108 miles

LaGuardia, New York City (LGA); 128 miles

Budget Car Rentals:

Use BCD # U303173 for a 30% discount and CAMM will receive a small kickback.

#### Guest/Spousal Activities

Mystic Seaport, Thursday, 10:30-3:00. Bus transportation provided.

#### Sponsorship Opportunities

Corporate and organization sponsorships are available at different levels and posted on the event website and listed on page 33.

#### Event Chairperson:

Captain RJ Klein  
[captklein@mastermariner.org](mailto:captklein@mastermariner.org)  
425-246-9814



## Post-meeting New England / Canada Cruise

aboard Holland America Lines' MS VEENDAM

Depart Boston Saturday, June 14

7-Day Cruise disembark in Quebec June 21

14-Day Cruise return to Boston June 28

Halifax Port Call on June 16th:

Hosted by Company of Master Mariners of Canada

#### Cruise Coordinator:

Captain Tom Bradley  
[captbradley@mastermariner.org](mailto:captbradley@mastermariner.org)  
360-901-1257

Express interest to Captain Tom Bradley ASAP; payments due ASAP.



# The Council of American Master Mariners, Inc.



## **NATIONAL OFFICERS**

President

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captklein@mastermariner.org  
425-246-9814

First Vice President

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capthartnett@mastermariner.org  
410-867-0556

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503-338-8599

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**Interim: RJ Klein**

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203-359-8494

South Atlantic Regional Vice President

**Captain Jerome Benyo**

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727-791-0313

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raphillips60@aol.com  
504-737-6619

South Pacific Regional Vice President

**Captain Klaus Niem**

captniem@mastermariner.org  
707-255-6567

North Pacific Regional Vice President

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captjohannes@mastermariner.org  
206-448-3433

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**Father Sinclair Oubre**

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**Government Relations Committee Chair**

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**Membership Committee Chair**

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**Pilot Relations Committee Chair**

Captain Dan Jordan

**Positions Committee Chair**

Ms. Lyn McClelland

**Sidelights & Website Committee Chair**

Captain Tom Bradley

## **MAILING ADDRESS**

The Council of American Master Mariners, Inc.  
4675 144th Pl SE  
Bellevue, WA 98006-3156

## **North Atlantic Region**

### **NEW YORK METRO**

**Captain George Sandberg, President**

captsandberg@mastermariner.org  
631-375-5830 cell; 631-878-0579 home

Meeting locations TBD.

**Mailing Address:** Box 581

Center Moriches, NY 11934

### **BALTIMORE / WASHINGTON D.C.**

**Captain Joe Hartnett, President**

410-867-0556  
capthartnett@mastermariner.org

Meetings at 1130 monthly, except June - August. Check website for date and location. Locations vary between Baltimore and D.C.

**Mailing Address:** P.O. Box 700  
Edgewater, MD 21037-0400

### **NORFOLK / HAMPTON ROADS / TIDEWATER**

**Chapter Inactive**

Anyone interesting in restarting this chapter, please contact Regional VP Captain Frank Zabrocky.

## **Gulf Coast Region**

### **MOBILE BAY**

**Captain Jerome "Rusty" Kligore, President**

251-490-2741

Meetings on the 2<sup>nd</sup> Tuesday of each month at 1300. Felix's Fish Camp Grill: 1530 Battleship Pkwy, Spanish Ft., AL.

**Mailing Address:** 6208 Pier Ave,  
Fairhope, AL 36532

### **NEW ORLEANS**

**Captain Ed Higgins, President**

504-394-6866  
capthiggins@mastermariner.org

Meetings at 1200 on the 2<sup>nd</sup> Thursday of each month, except July and August at Don's Seafood Hut, 4801 Veterans Blvd., Metairie, LA.

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

### **HOUSTON**

**Captain Michael J. Mc Cright, President**

captmccright@mastermariner.org

Meetings monthly, September - May. Check website for specific dates. 1130 hrs, TAMUG Blue Room, Galveston, TX.

**Mailing Address:**

4620 Fairmont Pkwy, Suite 203  
Pasadena, TX 77504

## **South Atlantic Region**

### **PORT EVERGLADES / MIAMI**

**Captain Paul Coan, President**

pilgrimii@bellsouth.net

Meetings at 1200, the 3<sup>rd</sup> week of the month (days vary), except July and August at Galluppi, Pompano Beach Country Club, 1103 N. Federal Hiway, Pompano Beach, FL.

### **TAMPA BAY**

**Captain David H. Williams, President**

352-637-1464  
captwilliams@mastermariner.org

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

**Mailing Address:** 1760 E. Littleton Ct.  
Inverness, FL 34453

## **North Pacific Region**

### **SEATTLE / PACIFIC NORTHWEST**

**Captain Richard Klein, President**

425-746-6475  
captklein@mastermariner.org

New meeting location TBD.

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

### **COLUMBIA RIVER**

**Captain Vic Faulkner, President**

360-798-9530  
mrpobre@aol.com

Meetings are at 1200 on the 2<sup>nd</sup> Friday of each month. Red Lion Inn at the Quay in Vancouver, WA (I-5 and the Columbia River).

**Mailing Address:** 121 Hazel Dell View  
Castle Rock, WA 98611

## **South Pacific Region**

### **LOS ANGELES / LONG BEACH**

**Captain David Boatner, President**

805-479-8461  
captboatner@mastermariner.org

Meetings at 1200 on the 2<sup>nd</sup> Tuesday of each month, except August. Crowne Plaza Hotel, Beacon Room, 601 S Palos Verdes St., San Pedro, CA.

**Mailing Address:** 533 N. Marine Ave  
Wilmington, CA 90744-5527

### **SAN FRANCISCO BAY AREA**

**Captain Klaus Niem, President**

707-255-6567  
captniem@mastermariner.org

Meetings on the 1<sup>st</sup> Tuesday of each month, 11:30, Sinbad's Pier 2 Restaurant in San Francisco, south of Ferry Building.

**Mailing Address:** 4207 Chardonnay Ct.  
Napa, CA 94558-2562

# In This Issue



## ON THE COVER

NOAA PDF Chart 13214.  
High resolution pdf charts are now available as free downloads.

## SIDELIGHTS

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Captain Tom Bradley

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Capt. Chick Gedney	Capt. Bob Phillips
Capt. R.J. Klein	

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360-901-1257

## TO SUBMIT MATERIAL

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

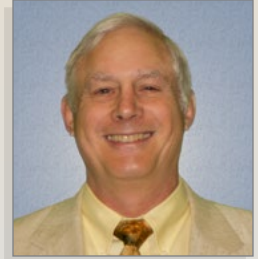
## PUBLICATION DEADLINES

Issue	Submission	Release
February	Jan. 15	Feb. 5
April	March 1	April 1
June	May 1	June 1
October	Sept. 1	Oct. 1
December	Nov. 1	Dec. 1

## View From the Bridge

7

CAMM National President R.J. Klein will attend the Congressional Sail-In May 7th in Washington D.C. as part of U.S. maritime industry efforts to educate Congress on beneficial impacts of a strong merchant marine on our economy and security.



## In the Council

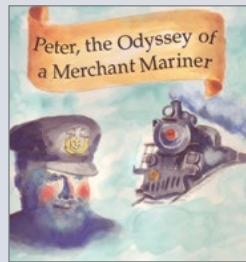
8

2014 CAMM Annual Meeting..... 2-3, 6  
VP and Chapter Reports..... 8  
Chaplain's Report..... 12  
Cross'd the Final Bar..... 13

## In the Industry

14

NOAA chart products are changing with the times ..... 14  
Medical Certificates —the new normal? ..... 16  
Tragedy strikes *MARESK ALABAMA* again..... 18



## In the Membership

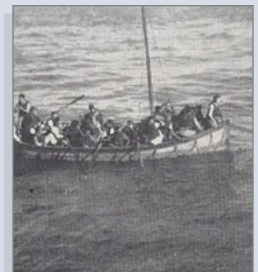
20

*Peter, The Odyssey of a Merchant Mariner* ..... 20  
King Tut crosses the Atlantic ..... 24

## International Perspective

26

IFMSA: Secretary-General John Dickie ..... 26  
IMO: Guidance on security certification ..... 27  
CMMC: The Tide Had Turned..... 28  
Arctic Seminar Series #4 ..... 30  
The 3rd Annual Nautical Skills Competition..... 30  
A.K. Bansal: Four pillars of maritime law..... 31



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



The Council of American Master Mariners, Inc.

# Registration Form

2014 Professional Development Conference & Annual General Meeting  
June 11-13, 2014 ☆ Mystic, Connecticut, USA

Name: \_\_\_\_\_ CAMM Membership No. \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Best Contact Phone: \_\_\_\_\_ Alternate Phone: \_\_\_\_\_

Email address: \_\_\_\_\_

Name for ID badge: \_\_\_\_\_ CAMM Chapter Affiliation: \_\_\_\_\_

Arrival Date: \_\_\_\_\_ Departure Date: \_\_\_\_\_

Events (Put a check mark in the boxes you plan to attend)						
	Wed. Jun 11	Thursday, June 12		Friday, June 13		
	Golf Outing \$75/person	Development Conference \$75 / person	SABINO Cruise \$50/person	General Meeting \$75 / person	Closing Dinner \$65 / person (please circle choice)	TOTALS
Primary Attendee					Atlantic Salmon Filet Mignon	
Guests					Atlantic Salmon Filet Mignon	
					Atlantic Salmon Filet Mignon	
<b>Grand Total Due</b>						

Please check if applicable:

I require special needs and/or assistance (please explain): \_\_\_\_\_

Please return this form with check payable to "CAMM" **no later than May 1, 2014 to:**

Captain Frank Zabrocky  
CAMM PDC/AGM  
67 Hoyt St.  
Darien, CT 06820-3116

A fillable version of this form is also available on CAMM's website:  
[www.mastermariner.org/2014pdc-agm](http://www.mastermariner.org/2014pdc-agm)



Captain R.J. Klein  
CAMM National  
President  
#1751-R

## MARITIME CONGRESSIONAL SAIL-IN & CAMM

*I am looking forward to attending the Maritime Industry Congressional Sail-In this May in*

Captain Joe Hartnett has attended in the past, but has a conflicting work schedule this year. For those of you unfamiliar with this event, it started in 2010 and was spearheaded by the United States Maritime Coalition. Their Mission Statement:

*United States Maritime Coalition, Inc. is a coalition committed to promoting the deep seas U.S. Merchant Marine.*

The intent of the Sail-in is to educate members of Congress about the U.S. Merchant Marine. Small teams made up of 5 or 6 professionals form the maritime industry will meet with members of Congress and/or key staff to cover pre-determined issues that are of concern to the U.S. Maritime Industry. There will be 25 to 30 teams, each holding four to eight meetings. Sail-In organizers expect that 150 to 180 exclusive meetings will be held that day. In the meetings individual team members will draw on their experiences to emphasize the concerns being addressed this year. The main point is to inform members of Congress of the crucial role our industry plays in the nation's economy and defense.

CAMM has taken positions on many key issues effecting the U.S. Merchant

Marine and the Sail-In offers an excellent opportunity for CAMM to advance some of its positions. Attending the Sail-In will help acquaint CAMM not only with members of Congress but with other maritime professionals from all sectors of our industry. The idea for the Sail-In is based upon the following:

- 1) Many members of Congress have little knowledge of the importance of the U.S. Merchant Marine and need to be educated.
- 2) Stakeholders in the maritime industry have not spoken with a collective voice.

This event addresses both issues as the industry reaches out to members of Congress with a united voice.

### Strength In Numbers

CAMM was formed to enable Masters to present a united front on issues that directly effected them. This holds true today. When CAMM takes a position or speaks on an issue, the credentials of its membership gives its opinions added weight. Our focus remains those outlined in our Mission Statement. We can better accomplish our mission by adding our voice to other organizations that support a strong U.S. Merchant Marine. CAMM should be a part of a united effort to promote the merchant marine and oppose those that see little value in maintaining an American maritime industry and want to repeal the

Jones Act.

Quoting Captain David Boatner, CAMM LA/Long Beach Chapter President, regarding our presence at the Sail-In, "Where this is important to CAMM is that by going, we show ourselves to be effective communicators of our Captain's positions. The more we are seen to participate, the more weight our views will hold and the better we will be able to advocate for the issues facing seagoing Masters today."

### PDC and AGM

Information on the upcoming PDC & AGM can be found on the inside front cover of this issue and on the website. I encourage all members to attend as it is an excellent chance to see how CAMM conducts its business. Register early, especially for the cruise on the *SABINO* on the Mystic River as space is limited on the boat. If you are unable to attend, consider helping out by becoming a Sponsor at the Contributor Level. Proxy cards and ballots will soon be in the mail – be sure to properly fill them out and return the cards per the instructions to insure that your voice is heard. At Chapter meetings be sure to tell your attending representative what issues you want addressed at the meeting.

See you in Mystic.

*RJ Klein*

Captain R.J. Klein





# Council Reports

## Secretary/Treasurer Report

Our Secretary / Treasurer, Captain Dave Williams, has had to resign his position due to health issues. Captain Williams and his wife Earlene will be in our thoughts while he is navigating these uncharted waters.

To fill the void, Captain Don Moore, former CAMM National Secretary/Treasurer, and National President Captain RJ Klein have stepped in and are jointly performing the duties of the Secretary/Treasurer.

*Please mail dues and raffle tickets tickets to:*

CAMM c/o R.J. Klein  
4675 144th Pl SE  
Bellevue WA 98006-3156

In a broadcast email to the membership Captain Klein said, "A volunteer organization relies on the dedication and commitment of its members. I am confident that we can fill this position." Responses have started coming in and our nominating committee is in the process of vetting candidates for this position. The nominees will be listed on the Slate of Officers ballot for our upcoming officer elections at our AGM this June.

## Lalonde Committee

*Captain R.J. Klein, #1751-R*

Four well-qualified candidates were properly nominated this year. The Lalonde Committee has deliberated and the winner will be announced at the Closing Dinner at the Annual Meeting in Mystic, Conn.

## IFSMA Report

*Captain R.J. Klein, #1751-R*

Captain Jerome Benyo has resigned as CAMM's representative to IFSMA and as the South Atlantic Regional Vice-President for CAMM. He served in both capacities since 2006. When he resigned,

Captain Benyo said that it had been a pleasure and honor to be a spokesman for CAMM. He was elected as a Vice-President on the Executive Council of IFSMA August 5, 2006. CAMM was fortunate to have Captain Benyo represent us over the last eight years at IFSMA and with CAMM. His dedication and long service to CAMM have been much appreciated. We thank him for a job well done and wish him fair winds and following seas in the coming years.

To fill the void left by Captain Benyo's resignation(s), Captain Calvin Hunziker has been appointed as CAMM's representative to IFSMA. He will stand for election as a Vice-President on their Executive Council. Captain Timothy Brown has been nominated as a candidate for South Atlantic Regional Vice-President of CAMM.

## 1st VP Report: Government Relations

*Captain Joe Hartnett, #2193-R*

We would like to extend our appreciation to New Jersey Senators Robert Menendez and Cory Booker for their recent defense of the Jones Act. Apparently, the New Jersey Department of Transportation blamed the Jones Act within the media for its lack of winter salt supply. Our unusually snowy winter has exceeded the expectations of many state transportation departments. The State of New Jersey sought a waiver from the Jones Act and was fortunately denied because there were sufficient U.S. flag vessels available to ship the salt from Maine to New Jersey. I would encourage CAMM members to send a note to Senators Menendez and Booker and thank them for their support.

The Maritime Congressional Sail-In will take place on May 7, 2014. This event is the maritime industry's annual

opportunity to spend a day on Capitol Hill meeting with Congressmen or their staff. Visit: [www.maritimeindustrial-sail-in.org](http://www.maritimeindustrial-sail-in.org) to learn more or register for this free event. Contact Captain RJ Klein or me if you have any questions about the event.

## 2nd VP Report: Pilot Relations

*Captain Dan Jordan, #2698-R*

No report submitted.

## Sidelights & Website Report

*Captain Tom Bradley, #1966-L, Chair*

*Sidelights* has been moving along, all invoices have been sent, and a marketing campaign is underway to secure more advertisements. A new media kit is out and managed by Captain Klein.

We are still looking for more people to send the materials for publication.

Progress is being made on the website as we are at print. You should soon see a member login link where you can pay dues, AGM costs, donations, and other miscellaneous things via credit card. Shortly after the payment processing system comes online, the system will open up for members to update their personal contact information such as address and emails. In the near future, the system will be able to process online membership applications.

A new feature will roll out soon that will allow local chapter secretaries or presidents to manage their chapter membership separate from National's. I hope to run a full scale demo at the AGM in June.

## North Atlantic VP Report

*Captain Frank Zabrocky, #1964-R*

No report submitted.



## New York /New Jersey

Captain George Sandberg, #1919-R  
Chapter President

The New York Metro Chapter held its second meeting on 29 January 2014 at SUNY Maritime College. Captain Winter, Chapter Vice President, sent his regrets as he was teaching a Dynamic Positioning Course at the Star Center in Florida. Captain Zabrocky, CAMM North Atlantic Vice President was in attendance. A proposed Constitution and By-laws was presented and passed.

Captain Sean Tortorta, Secretary / Treasurer, reported that a chapter bank account had been opened and dues notices will be sent out shortly to all CAMM members in the New York Metro area and past members of the PONYNJ Chapter. The annual chapter dues is set at \$20.00. Any CAMM member wishing to associate themselves with the NY Metro Chapter is urged to send their dues to the address listed in *Sidelights* (page 4).

Building membership of the chapter is our first priority. This effort includes contacting past PONYNJ members and recruiting new CAMM members. In that regard Captain Sandberg is requesting a volunteer to chair the membership committee. The new Chapter Constitution and By-Laws calls for two Vice Presidents, one seagoing and the other shore-side. Captain Winter is serving as the seagoing Vice President, however the shore-side position is open. Anyone wishing to volunteer for either of these positions should contact Captain Sandberg.

Our next meeting will be held in late March or early April with the venue to be determined. Seaman's Church Institute, the MM&P Union Hall in New Jersey, and the USMMA at Kings Point were suggested as future meeting sites. There is also a need to start having guest speakers at our meetings. Suggestions from the membership on meeting sites and guest speakers are most welcome. All members are urged to attend Annual General Meeting and Professional Development Conference in Mystic, Conn.

## Baltimore / Washington, D.C.

Captain Joe Hartnett, #2193-R  
Chapter President

During our most recent meeting we discussed the Maritime Congressional Sail-In which will be held on May 7, 2014. All chapter members in the area are encouraged to participate in this important annual event. Visit: [www.maritimeindustrycongressionsailsail-in.org](http://www.maritimeindustrycongressionsailsail-in.org) for additional information.

Our chapter will be participating in the National Maritime Day celebration aboard the N/S SAVANNAH on May 18, 2014.

Members of the chapter have offered to assist with the inaugural visit of the T.S. EMPIRE STATE to the Port of Baltimore. The vessel will be in Baltimore May 21-23, 2014. Contact Captain Hartnett if you would like to assist with the ship visit.

We would like to welcome our new

members Captain Joseph Schwartzstein, Captain Sol Kohlhaas and Captain Klaus Luhta.

## South Atlantic VP Report

Captain Jerry Benyo, #773-R

No report submitted.

## Miami / Port Everglades

Captain Paul Coan, #3021-R  
Chapter President

We are now meeting at Galluppi's Pompano Beach Country Club, 1103 N. Federal Hiway, Pompano Beach, FL. at 1200 hrs. Dates vary; we are searching for a good fits or all. This month it will be the 20th of March.

The growing pains are ongoing, but we're working through them. We have a strong core of dedicated members who are loyal to our regular meetings; however we would like to see new members

*cont'd on next page*

## 2014-2016 National Officer Nominations

### President

**Captain Richard Klein** #1751-R; Bellevue, WA  
Incumbent, President of Seattle/PNW Chapter;  
Retired Horizon Lines Master.

### 1st Vice President

**Captain Joe Hartnett** #2193-R; Edgewater, MD  
Incumbent, Founding member of Tampa Chapter;  
Resurrected Baltimore/Washington D.C. Chapter in 2010;  
Active Maryland Pilot.

### 2nd Vice President

**Captain Dan Jordan** #2698-R; Camas, WA  
Incumbent, Columbia River Chapter VP;  
Columbia River Bar Pilot.

### Secretary/Treasurer VP-North Atlantic

Vetting candidates at time of printing  
**Captain Frank Zabrocky** #1964-R; Darien, CT  
Incumbent, CAMM National President (2000-2002)

### VP-South Atlantic

**Captain Timothy Brown** #1494-R; Linthicum Heights, MD  
Founding member of Tampa Chapter,  
President, IOMM&P (1991-2012)

### VP-Gulf

**Captain Michael J. Mc Cright** #2753-S; Houston, TX  
Houston Chapter President; Adjunct Lecturer, Department of  
Marine Transportation, TAMUG

### VP-South Pacific

**Captain Klaus Niemi** #2167-R; Napa, CA  
Incumbent, President San Francisco Chapter,  
Retired, Horizon Lines

### VP- North Pacific

**Captain Carl Johannes** #2147-R; Seattle, WA  
Incumbent  
**Captain William Snyder** #3079-R; Bainbridge Island, WA  
Nominee

*COUNCIL cont'd from pg. 9*

join as this area has a strong maritime heritage. There is much experience to gain in this area.

## **Tampa Bay**

*Captain David H. Williams, #2318-R*  
*Chapter President*

No report submitted.

## **Gulf VP Report**

*Captain Robert Phillips, #1310-L*

All three chapters are still functioning in the Gulf, although all are struggling with decreasing dues paying members. The lack of new blood, especially in Mobile and New Orleans is a significant obstacle that is difficult to overcome. The Houston/Galveston chapter is pursuing the Texas A & M cadets and Father Oubre is keeping the Port Arthur/Beaumont connection alive. We are having problems retaining our pilot members in both New Orleans and Texas. They seem to be boycotting anything related to CAMM?

We just had an election for chapter officers in New Orleans at the February 12th meeting. Captain Karl Jaskierny is retiring after serving as chapter president for many years and Captain Ed Higgins will move up to President (from VP) and CE Horace George will continue on as secretary/treasurer, both of them serving for the next 12 months.

As for myself, I also decided to retire

after serving as Gulf Vice President since March 1999. My health is no longer what it once was (who's is?) and I'm not up to traveling to AGMs any longer. So, it's time for someone else to take over. I am personally nominating Captain Michael Mc Cright of Houston (President of the Houston Chapter) to succeed me as Gulf Regional Vice President. I've known Mike for several years and believe he will do an excellent job if given the chance. I have run this all by him already and he's ready to accept the challenge. You, (all dues paying members) may nominate any other qualified dues paying member in the Gulf Region for this position. I am personally nominating and endorsing Captain Michael Mc Cright for CAMM Gulf Regional VP

It has been an honor to serve as CAMM Gulf Regional VP for the past 15 years. I wish my successor good fortune and smooth sailing.

## **Mobile Bay**

*Captain Rusty Kligore*  
*Chapter President*

No report submitted.

## **New Orleans**

*Chief Engineer Horace George, #3223-A*  
*Chapter Secretary/Treasurer*

A total of seven members and one guest attended our February meeting with guest speaker Mr. Michael Colomb, Maritime Attorney and Board President of Global Maritime Ministries.

We then attended to matters of business; Captain Jaskierny retired after 15 years as chapter President, thus we elected Captain Ed Higgins, Jr., (previous chapter VP) as our new chapter President by a unanimous vote. Due to low membership numbers, we discussed the need for a Vice President, and thus dispensed with electing a Vice President

and rewrote our by-laws with the aid of Gulf Regional VP Captain Bob Phillips to reflect a President and Secretary/Treasurer as chapter officers. I was unanimously elected to remain in office as chapter secretary/treasurer for the next 12 months.

## **Houston**

*Captain Michael J. Mc Cright, #2753-S*  
*Chapter President*

Nothing new to report. We continue to meet monthly on the Galveston campus. Yours truly was our most recent speaker, on the Gulf of Mexico Jones Act shuttle tankers and operations.

## **South Pacific VP Report**

*Captain Klaus "Nick" Niem, #2167-R*

No report submitted.

## **Los Angeles / Long Beach**

*Captain David Boatner, #2162-R*  
*Chapter President*

The Los Angeles / Long Beach Chapter meets at noon the second Tuesday of the month [except August] at Crowne Plaza Hotel's Beacon Room in San Pedro. We usually have anywhere from six to ten members in attendance. Like many CAMM chapters, LA/LB struggles to increase numbers at local meetings. Our members take an active interest in their profession and encourage all Masters living or visiting in the area to participate in our monthly meetings.

## **San Francisco Bay Area**

*Captain Klaus Niem, #2167-R*  
*Chapter President*

At our March meeting, Captain Tuuli Messer gave a nice presentation of her upcoming book about changes made in SOLAS, M A R P O L , STCW and the ISM Code due



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to major marine casualties with the loss of life and collisions. Captain Tuuli informed us of one of the first Flag Of Convenience (FOC) State was Liberia. Instrumental for the FOC was Edward Reilly Stettinius, Secretary of State under Franklin D. Roosevelt and Harry S. Truman. Stettinius, CEO of U.S. Steel, with huge iron ore mines in Liberia and to circumvent paying taxes and avoiding the use of American ships, created the Flag Of Convenience.

Captain Pat Moloney recently visited The U.S. Marine Hospital Cemetery Vista in The Presidio in San Francisco. It overlooks a once-forgotten Merchant Marine cemetery where hundreds of sailors from 30 states and 43 countries were buried between 1881 and 1912. It's peaceful and has a vandal resistant memorial plate and benches; plus it's so out of the way that troublemakers would really have to look for it. He showed us photos he took, and while he was sitting there enjoying the atmosphere, a coyote trotted through the area... not a care in the world. For more information, go to [www.presidio.gov](http://www.presidio.gov) and search for "Marine Cemetery

Vista." The President of California Maritime Academy (CMA), Rear Admiral Thomas Cropper, attended our luncheon. The Cadets of the Alumni Cadet Chapter of CMA could not attend the luncheon due to an award ceremony. We are changing our meetings to various places in the Bay Area for easier access in favor of our older members. Members are made aware of upcoming elections for the Secretary Treasurer and National Officers.

### North Pacific VP Report

*Captain Carl Johannes, #2147-R*

No report submitted.

### Columbia River

*Captain Bill Good, #1924-R*

*Chapter Secretary/Treasurer*

No report submitted.

### Seattle/Pacific Northwest

*Captain Doug Subcleff, #2329-R*

*Chapter Secretary*

Our February 13th "Valentine's month"- themed meeting was very successful. So successful in fact, that, for the first time in our history, the women outnumbered the men by a margin of 17 to 10! One of the reasons for this impressive turnout was the special focus of the February meeting on Women in the Maritime Industry. The other reasons might have been the long stemmed red roses and an



*Captain Kim Carver speaks at the Seattle Chapter luncheon about women in the maritime industry.*

PHOTO: DOUG SUBCLEFF

impressive array of Valentine-themed raffle baskets.

Chapter President, Captain Richard Klein, opened the meeting with welcoming remarks and a special recognition of all the supportive spouses in attendance. He also recognized special guests in addition to guest speaker, Captain Kim Carver; including CMDR Elaine Collins, USN (Commanding Officer of the guided missile destroyer USS MOMSEN) and Ms. Marja van Pietersom, Assistant Director of the Workboat Academy.

Guest speaker, Captain Kim Carver, is a native Seattleite and has a 100-Ton Inland Master license. She described herself as "a professional mariner who loves to document modern maritime culture and facilitate community among mariners." She's been working on the water since 1997 doing everything from volunteer to cook to tour guide to captain aboard tugs, fisheries research vessels, tall ships, tour boats and passenger ferries. In 2006 she began a "zine" called *Jack Tar*. A "zine" is a Do It Yourself magazine. *Jack Tar* is a compilation of articles, stories, photos, art and poems by working mariners. She shares job announcements and educational opportunities.

Captain Carver, as part of her presentation, read from a maritime blog entry she had written for *Workboat* magazine. She shared stories about how gender differences can impact the workplace at sea and also discussed how professionalism should be the priority no matter who

*cont'd on page 13*



*U.S. Marine Hospital Cemetery, located in The Presidio, San Francisco, California. Photos by Captain Pat Moloney.*



## A Port Chaplain Looks at the House 2014 USCG Authorization Act



by Father  
Sinclair Oubre  
CAMM Chaplain  
#3220-A

*On February 11, 2014, the U.S. House Committee on Transportation and Infrastructure favorably reported the Coast Guard and Maritime Transportation Act*

Coast Guard budget, but also contains items that directly impact U.S. and foreign merchant mariners.

This port chaplain finds things that are very good, and there are things that are of concern in this bill.

### Areas of Concern

**Section 307. Recourse for Non Citizens:** This section would codify what sadly has become the judicial practice of denying foreign seafarers working on passenger ships, out of U.S. ports, access to U.S. courts. This port chaplain is concerned that injured foreign seafarers will be unable to get just compensation when he or she is injured. Can a Burmese seafarer really file a case in the flag state's courts? Some countries, like the Philippines, have placed arbitration clauses in their international seafarers' contracts. However, this port chaplain has heard numerous anecdotes of seafarers never getting their arbitration hearings, or their final judgment being such a pittance that the mariner and his or her family must depend on the extended family for support.

**Section 308. Penalty Wages:** This issue was settled with the 2010 Coast Guard Authorization, but interested parties seem to be going back for a second

bite at the apple. In this case, seafarers who work on cruise ships, and are systematically denied their full wages according to Title 46, Section 10313 (g) and Section 10504 (c) of the U.S. Code, will not be able to seek class action status. It appears that each case would have to be presented separately, even if hundreds of seafarers worked on the same passenger ship at the same time under the same conditions. This change could negatively impact U.S. seafarers working on our larger U.S.-flagged ferries as well as foreign seafarers on cruise and casino ships by making it more expensive to file claims. This port chaplain believes that unscrupulous passenger vessel operators will be more tempted to not pay their mariners their full pay, and wait out the three years that the mariner has to file his or her claim.

### Areas of Support

**Section 309. Crediting Time in the Sea Services:** While a member of the Merchant Mariner Personnel Advisory Committee, I chaired the work group on transitioning military sea service veterans into the merchant marine. One big challenge that veterans faced is acquiring sea service letters, and determining how his or her sea time and training meet the U.S. Coast Guard and STCW requirements. This section is the first effort to untangle the Gordian knot that prevents many well-qualified Army, Navy and Coast Guard personnel from seamlessly moving from their sea service job to parallel merchant marine jobs.

**Section 310. Treatment of Abandoned Seafarers:** Though I have grave concerns about the criminalization of seafarers, and the Department of Justice's cavalier manner of holding mariners as material witnesses, this section is important in correcting situations where seafarers are held in jail after their ship is arrested for oil pollution issues, and the owner refuses to pay for their sustenance and board. This was the tragic situation in Long Beach a few years back. The Filipino seafarers were held in jail as material witnesses, because there was no other way to support them. Fortunately, the local seafarer welfare agencies and port chaplains stepped in, took custody of them, and provided a motel and food while they waited for the wheels of justice to turn.

**Section 502. Discharges Incidental to the Normal**

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# CROSS'D THE FINAL BAR

## Operations of Certain Vessels:

This section would free most fishing vessels from acquiring and maintaining a small vessel general permit for incidental water discharges. Working closely with our local fishing community, this policy would have been tremendously difficult for them to meet in their family boat operations.

## Section 604. National Maritime Strategy and Section 607. Competition by United States Flag Vessels:

Both of these sections seem to be an outgrowth of the U.S. Maritime Administration's January National Maritime Strategy Symposium. As Charlie Papavizas, of Winston & Strawn, LLP, notes, these sections "...strengthens U.S. Maritime Administration cargo preference enforcement authority and requires reports on the international competitiveness of U.S. mariner licensing and training practices and the possibility of imposing a U.S.-flag requirement on liquefied natural gas exports." ☆

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## CAPTAIN PETER ADAMS CROWELL #2148-R

Captain Peter Crowell of San Francisco, Calif., died on March 1, 2014 after a brief illness. Born in 1938 and raised in St. Joseph, Michigan, Peter Crowell studied at maritime academies in Baltimore, Md. and Port Ravel, France. He also attended lectures at Brasenose College at Oxford University. He made his way to Europe by working at the Brussels Worlds Fair in 1958 and selling the International Herald Tribune on the streets of Paris for ready money before enlisting in the Merchant Marine. Pursuing his career at sea, he rose to the rank of captain, working mainly on the shipping routes of the Pacific Ocean. He met his wife in San Francisco and they lived together in Singapore and the Panama Canal Zone, where he was a pilot, before settling in San Francisco. As a member of the San Francisco Bar Pilots Association, he guided oceangoing vessels in and out of the Port of San Francisco from 1981 until his retirement in 2007, serving with skill and distinction.



Captain Crowell was an inveterate traveler. He scoured the earth for new experiences, good food, and interesting acquaintances, and he especially enjoyed discovering a new writer or finding a cheap eatery or hostel in some out-of-the-way place. Fluent in four languages, he was a curious person who loved meeting strangers and, upon meeting them, often formed lasting bonds of correspondence and friendship. He had networks of friends all over the world – in the south of France, where he had a home in Paris; in Uruguay, where his wife has a home; and more recently in China, where he learned the language, taught at Dalian Maritime University, and made many journeys of exploration into the interior, often taking members of his family with him. He was well-known and much loved by many in the San Francisco area, where he practiced with the Buddhist community, belonged to a long-running wine club, rowed whalers in the Bay, and enjoyed the city to the fullest. He lived a rich, broad and deep life, and will be sorely missed.

Captain Crowell is survived by his wife, Maria Elisa Montes di Oca Crowell, and their son, Second Officer Richard Crowell, and three sisters.

Cremation has taken place, and Captain Crowell's ashes will be scattered at sea. A gathering of family and friends to celebrate his life will take place later this spring. In lieu of flowers, the family requests that donations be made in Captain Crowell's name to the ASPCA ☆

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

Captain **Raymond Iacobacci** #638-L of Brooklyn, NY, crossed 1/23/2013

*COUNCIL cont'd from pg. 11*

you are.

Kim also spoke about the innovative plan of the Port Townsend school system to transform K-12 education by unifying learning around a central maritime theme. For a look at Captain Kim Carver's maritime "zine", the internet link is: [\[zine.blogspot.com/\]\(http://zine.blogspot.com/\).](http://jacktarmaga-</a></p></div><div data-bbox=)

Our next Seattle PNW Chapter meeting will be 1130 hours on Wednesday, March 12th. The location will be: McCormick & Schmick's Harborside restaurant on Lake Union. Guest speaker will be: CMDR Elaine Collins, U.S. Navy. ☆

## Nautical chart products are changing with the times



Submitted by  
CRD Michael Henderson  
NOAA Office of  
Coast Survey  
#3239-A

*Navigation is changing, and navigation products need to keep up with the new demands.*

Anticipating navigation's new digital age, NOAA's Office of Coast Survey, the nation's chartmaker, is systematically reconstructing nautical products... and mariners will find a lot to like.

The most important improvements are to the nautical charts themselves. Coast Survey currently maintains 1,025 nautical charts. We review the charts weekly, and update them with critical corrections specified in Notices to Mariners. Beyond that, we make more extensive updates to dozens of charts, using data acquired by NOAA survey vessels, by commercial hydrographic firms working on contract with NOAA, and by NOAA planes that use LiDAR – Light Detection and Ranging – systems to accurately position shorelines and other features.

Correcting feature positions can make a significant difference to navigation, as evidenced earlier this year when vessel operators transiting St. Mary's River got a new nautical chart to help lessen the dangers inherent in this narrow and complicated waterway. The first edition of Chart 14887 (St. Mary's River – Vicinity of Neebish Island) provides large-scale (1:15,000) coverage of the up bound and down bound channels of the St. Mary's River. At the 1:15,000 scale, the positions of many of the features were corrected an average of ten meters from positions in prior charts, a vital correction for precision navigation by

vessels that can exceed a thousand feet long.

### Getting more charts into boaters' hands

After a three-month trial period, PDF versions of NOAA nautical charts have become a permanent product, free to the public. The free PDFs, which are digital images of traditional nautical charts, are especially valued by recreational boaters who use them to plan sailing routes and fishing trips. Coast Survey checks each NOAA PDF chart weekly, and applies all critical corrections.

"Up to date charts help boaters avoid groundings and other dangers to navigation, so our aim is to get charts into the hands of as many boaters as we can," said Rear Admiral Gerd Glang, director of NOAA's Office of Coast Survey. "Within about 90 days of the product's beta release, people had downloaded nearly 2.3 million charts. To us, that represents over two million opportunities to avoid an accident at sea."

The digital age also extends to the distribution of "print-on-demand" paper charts, as well. Last year, NOAA announced that we are privatizing chart printing and distribution. Since 1862, the traditional lithographic paper nautical charts – available in marine shops and other stores – have been printed by the U.S. government, and distributed to commercial vendors who sell them to the public. Now, instead of the 150-year-old system, NOAA will provide the digital chart images to vendors who will print the charts and ship them directly to customers "on-demand," or when the customer orders them. This means that

customers get the latest charts that have incorporated all the critical corrections from Notices to Mariners and other sources. NOAA based the decision to stop mass production on several factors: the declining demand for lithographic charts, the increasing use of digital and electronic charts, and federal budget realities.

(NOTE: The NOAA-certified print-on-demand charts fulfill a vessel's requirement to carry a navigational chart published by the National Ocean Service, in accordance with federal regulations. Printing PDFs may alter the chart scale, color, or legibility that may affect suitability for navigation.)

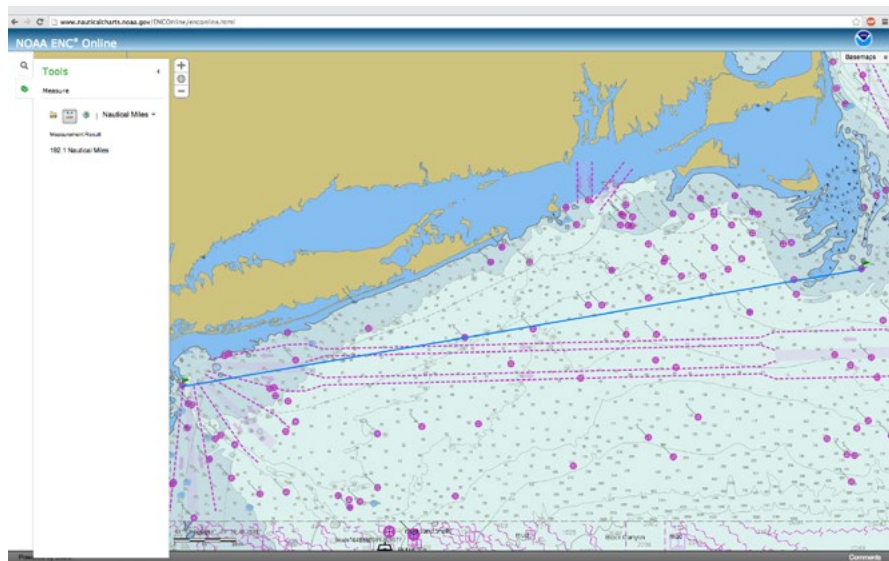
### Providing electronic charts for this summer's ECDIS requirements

The Safety of Life at Sea (SOLAS) regulations set a timetable for vessels engaged in international voyages to be fitted with Electronic Chart Display and Information Systems (ECDIS) using electronic navigational charts. Passenger ships and cargo ships (other than tankers) are required to install ECDIS by July 1, 2014. ECDIS owners can download free NOAA electronic charts to use in those systems.

Coast Survey has aggressively worked to enlarge its suite of 1,026 electronic navigational charts (NOAA ENC®), to ensure adequate coverage. For instance, we recently created new ENCs for the St. Lawrence Seaway: US5NY61M, US5NY62M, US5NY63M, US5NY64M, and US5NY65M.

In another ENC development, over the last several years, the U.S. and





Screenshot of NOAA's ENC Online.

Canada eliminated overlapping coverage in the Great Lakes and at our Pacific and Atlantic borders. To reduce navigation confusion, the countries adopted a new scheme that changed their areas of coverage, so that only one country's ENC would be available for any given area at a particular scale.

Coast Survey is also making available a new webmap – NOAA ENC Online – that shows the features included on NOAA ENCs. The map allows anyone to see ENC chart data that was previously only available to users who purchased ECDIS or other electronic systems. Viewing the data as a continuous map not only helps mariners plan voyages; it will also improve the ability of cartographers to see and fix any shortcomings in the charts.

### Making NOAA's data more accessible

Coast Survey is also enhancing other products in its nautical treasure trove, to make NOAA's data more accessible to the public.

"Our primary concern continues to be making sure boaters, fishing vessels, and commercial mariners have access to the most accurate, up-to-date nautical chart in a format that works well for them," said Capt. Shep Smith, chief of

Coast Survey's Marine Chart Division. "Fortunately, advancements in computing and mobile technologies give us many more options than was possible years ago."

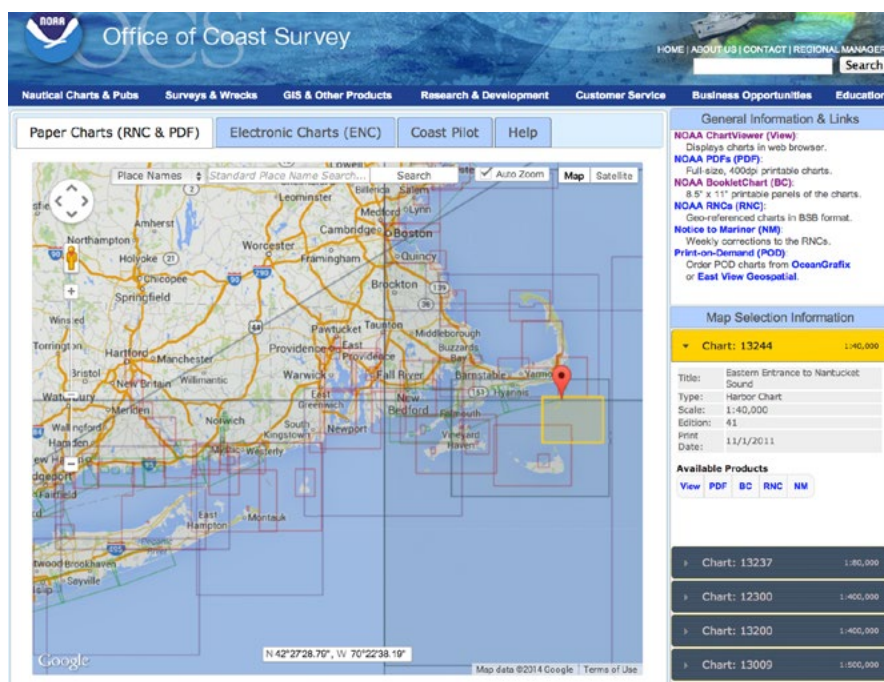
The world of navigation is benefitting from advances in technology, Smith explained. He said that NOAA will consult with chart users and private businesses about the future of U.S.

navigation, especially exploring the use of NOAA charts as the basis for new products. We are currently discussing new paper print-on-demand opportunities with nearly three dozen private companies.

### Which charting product is right for you?

To help mariners who aren't sure which chart they need, NOAA has launched a new interactive chart locator that allows you to select a chart from a map of the U.S. and choose your format. (See the map-based chart locator at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov), but be careful: people who love charts have called the website "addictive.") Whether downloading one of the new PDF nautical charts, selecting a chart to order from a "print-on-demand" vendor, or finding an electronic chart, the interactive catalog presents a highly integrated suite of navigation products.

Coast Survey welcomes suggestions for additional ways to improve services to the maritime community. Contact us at [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry). ☆



The new map-based chart locator integrates NOAA charting products.

## Mariner's Medical Certificates — the New Normal



by Captain  
Jeff Cowan  
#3070-R

### *The Maritime Labor Convention of 2006 became effective on 20 August 2013: Are the authorities ready?*

Consider that MLC 2006 Regulation 1.2-Medical certificate. Standard

#### **Navigating the New Normal**

A two-year medical re-certification process introduces more than one variable to the already complicated process of maintaining a valid marine license. While checking the status of my own renewal application, I noted that I have a “Medical Credential approved to print” message from the USCG which allowed access two weeks prior to official USCG announcement for rule making.

Under the old regime (before the centralized certification facility known as the National Maritime Center in Martinsburg, W.Va. came about) a seafarer would see a medical doctor, who was usually his or her family physician, every five years to go over a four page medical evaluation. At the conclusion of the visit, the attending physician signed the form listing his or her medical license number while attesting to the seafarer’s fitness or unfitness for sea duty.

Under MLC paragraph 4 of Standard A1.2, “Medical certificates shall be issued by a duly qualified medical practitioner...” The regulation further states that “Practitioners must enjoy full professional independence in exercising their medical judgment in undertaking examination procedures.” However, under the present system, applications are reviewed in Martinsburg under the supervision of the U.S. Coast Guard. The physician’s assistant (PA) who reviewed my medical file works within the confines of the USCG facility located in Martinsburg. One has to ask whether a

PA able to enjoy independence in exercising his or her medical judgment while not seeing me personally.

In addition, I found it interesting that while speaking with Coast Guard physician’s assistant on my most recent renewal, the PA stated, he “accepted the evaluation from my cardiologist.” Upon relating this acceptance to my cardiologist’s office, he uttered a one-word response: “hubris.” During this mariner’s previous renewal, it took four months without any medical issues. This time around, it has taken seven months with the convenience of being shoreside and ability to address the various issues during that entire time. Not every working mariner has that luxury. Consider a mariner with a standard rotation of two months on and two months off, or a six month tour, trying to address medical issues in the two-year medical cycle. In a situation where there are no medical issues, this may be feasible. However, how many of us have experienced the delays and time lags in the physicians’ referral process, trying to see a specialist. In the new two-year cycle, how many mariners’ livelihoods will be casualties of the delays in trying to secure the medical certificate? It would seem prudent for a mariner to start the physical renewal process at least a year before the expiration of the current certificate. Ship’s Masters already have a difficult enough time signing crew with all of the proper certifications, and the new medical certification process has made it tougher. How do ship

A1.2 states that “a competent authority shall require prior to beginning work on a ship, seafarers hold a valid medical certificate.” Under paragraph 7a of that same regulation it further states that “a medical certificate shall be valid for a maximum period of TWO YEARS.” That requirement also became official for U.S. mariners as per “78 Federal Register 77795,” released on 24 December 2013 and with an effective date of 24 March 2014.

Over the past 35 years of my maritime career, I have renewed and upgraded mariner licenses or Merchant Mariner Credentials (MMC now) at least seven times at regular five-year intervals. And yet, the new requirement of medical certification every two years is intriguing. “Vessel owners/operators should ensure that all U.S. seafarers to which STCW applies hold a valid Merchant Mariner Credential (MMC),” states U.S. Coast Guard NVIC 02-13 issued July 30, 2013 in an attempt to explain compliance with the MLC. “A valid MMC constitutes the proof of a valid medical certificate.” This statement creates a quandary: The MMC is issued at five year intervals. Arguably, the (new) lack of synchronicity may create, at the very least, enforcement and compliance complications.



Masters/ship operators find 20 years of experience in 20-year-old bodies?

### More Unanswered Questions

The medical certification process has the additional burden of all approvals being made by a physician's assistant at the USCG facility in West Virginia. Sight unseen, a PA will review the records of a patient and determine fitness for duty. In the past, this had been the responsibility of the mariner's attending physician. Beyond this, aviation and trucking fall under the Department of Transportation (DOT) while the transportation of goods, services and people over water falls under the Department of Homeland Security. This begs another question: if transport over the water is a security issue, why are internationally bound airline pilots not regulated the same way?

### Planes, Trains and Boats, too

Under DOT, the trucking industry members submit to a physical examination by a licensed "medical examiner." The term includes, but is not limited to, doctors of medicine (MD), doctors of osteopathy (DO), physician assistant (PA), advanced practice nurses (APN), and doctors of chiropractic (DC) every two years.

So a trucker, every two years, may use a primary care provider, if that provider wants to conduct a "DOT physical exam." They may also find a medical examiner in the yellow pages of a telephone book, or on the Internet by using an Internet directory or search engine by looking under "Occupational Health." The end result is a physician who actually looks at a trucker, talks to the trucker, and personally engages with the trucker, and is trusted to make an evaluation regarding the trucker's ability to drive.

For the aviation industry, under the auspicious of the Federal Aviation Authority (FAA), there are over one thousand (1,000) Aviation Medical Examiners (AME's) spread within the United States and some foreign countries.

Applicants for the AME certification must hold a current valid medical license as an MD or DO (with no restrictions or limitations) issued by the state licensing authority in the location where they intend to perform medical examinations for the FAA. The regulations are a bit stricter here: aviators who transport people and cargo commercially must hold a Class I Pilot license and get medically certified if under 40 years of age every 12 months. Then if a Class I Pilot is over the age of 40, he or she must get medically certified every 6 months, but the certification is still by an attending physician.

Upon speaking with a Federal official who has knowledge of the medical certification process now used by USCG, that official stated it was not in the regulations to assume the FAA model. In addition, the official stated that it was "cheaper" to have the centralized location versus using the FAA model of AME's located throughout the country. In other words, saving a few USCG dollars is more important than protecting the jobs of American seaman. Without the timely issuance of the medical certificate, our American seaman cannot work and our Maritime Security Program (MSP) along with Jones Act (American) ships cannot sail.

According to the latest Federal Register 78 issued on 24 December 2013, the USCG is looking into using Designated Medical Examiners (DME), but final implementation is a long way off.

### Additional Challenges

The two year certification may present some additional challenges for transoceanic mariners. Specifically, the MLC Standard A1.2 paragraph 8 also states that "In urgent cases, the competent authority may permit a seafarer to work without a valid medical certificate until the next port of call where the seafarer can obtain a medical certificate from a qualified medical practitioner, provided that:

- (a) the period of such permission does not exceed three months; and
- (b) the seafarer concerned is in pos-

session of an expired medical certificate of recent date.

Meanwhile, Section 9 states: "If the period of validity of a certificate expires in the course of a voyage, the certificate shall continue in force until the next port of call where the seafarer can obtain a medical certificate from a qualified medical practitioner, provided that the period shall not exceed three months."

So what happens to the American mariner when a medical certificate expires in the course of a foreign voyage aboard an American ship? According to sources, the seaman will not be signed on the ship/boat until he/she possesses the certificate issued from Martinsburg, W.Va. An internationally accepted affidavit from an attending physician will not serve as temporary documentation until the West Virginia facility issues the certificate. Nowadays, that mariner who wants to feed a family has found that it has just gotten just a little bit harder.

The ILO FAQ on the MLC 2006 provides an explanation of Article V, paragraph 7 of the MLC, 2006 noting that it contains what is called the "no more favorable treatment clause." This clause will ensure a level playing field

*cont'd on page 19*



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## Tragedy again visits **MAERSK ALABAMA**



by  
Mr. William Watson  
Maritime Journalist  
and Consultant  
#3256-A

*Tragedy has again visited the U.S. Flagged M/V MAERSK ALABAMA with the deaths aboard of two men embarked to protect the vessel from pirates.*

The vessel was preparing to get underway from the Port of Victoria in the Seychelles in mid-February when the bodies of two former Navy SEALs were discovered in a cabin they shared.

It would be horrifying enough if these special warfare veterans had perished in a shootout with pirates but these two men perished, apparently, from the use of drugs. Local authorities have confirmed that illicit drugs and syringes were found near the men's bodies. A spokesman for the local police confirmed that a brown powdery substance had been found and added that no "foul play" was suspected. Autopsies were performed and no other obvious cause of death was found and toxicology tests are presently underway to determine what led to the untimely deaths.

Everyone familiar with the incident is dumbfounded. Sources in the U.S. Coast Guard, which is investigating the matter, tell *Sidelights* that the two men had sterling characters and excellent backgrounds. In addition to being decorated U.S. Navy veterans, they were family men, active in their churches and local groups. They had passed background checks needed for security clearances and to obtain TWIC cards. They had taken and passed medical screenings that tested for illegal drug use within the past 18 months and passed all with

flying colors.

They worked for Trident Group, a Private Maritime Security Company (PMSC) based in Virginia Beach – a company that is respected within the maritime security industry and one that hires only the crème-de-la-crème of Navy special ops veterans. Tom Rothrauff, president of Trident Group, has been interviewed by the media and refused to jump to any conclusions regarding the men's deaths.

### Is boredom to blame?

All seafarers are familiar with the boredom and depression that can invade their lives during long transits and it must be even worse for these Privately Contracted Armed Security Personnel (PCASP) team members, who have few duties beyond watchstanding... unless, of course, there's a pirate attack. These days, however, there are few attacks in the Indian Ocean and the Gulf of Aden. The pirates are still there and make runs at passing vessels, but the sight of armed guards aboard target ships usually prompts the marauders to turn about as they have not fared well in the gun battles that have occurred. And there has not been a successful pirate boarding in the region for well over a year now.

These unfortunate men are but two of hundreds still being employed aboard ships transiting the High Risk Area

(HRA) which extends from the Red Sea and Mozambique Channel to the west to Sri Lanka on the east. Peter Cook, director of the Security Association for the Maritime Industry (SAMI), which is the trade association for PMSCs, tells *Sidelights* that he has been in touch with Trident since just after the incident. "We're looking into the individual matter and the overarching situation," Mr. Cook said, adding that SAMI will be working with its entire membership on the issue of drug and alcohol use.

Toward that end, it must be noted that Maersk Line Ltd., operator of *MAERSK ALABAMA*, has a strict zero-tolerance policy for drug and alcohol use aboard its fleet of ships. Trident has a similar policy for its PCASP team members.



One cannot write about the *MAERSK ALABAMA* without recalling the famous incident from April 2009 when pirates stormed the then unguarded ship. The incident resulted in three pirates being shot dead by Navy SEALs, another being

tried and sentenced to prison, and production of the Tom Hanks' film, *Captain Phillips*, based on the account of Captain Richard Phillips, who was held captive in a lifeboat by the now-dead pirates. Another result of that incident was that MLL began embarking security teams on all its vessels transiting pirate infested waters in the HRA. ☆

*Will Watson is a member of the Baltimore-Washington chapter of CAMM and is an acknowledged expert on piracy and maritime security.*

MEDICAL CERTS cont'd from pg. 17  
under which the ships of countries that have ratified the Convention will not be placed at a competitive disadvantage as compared with ships flying the flag of countries that have not ratified the MLC, 2006. In other words, until the

U.S. Senate ratifies the MLC 2006 – and it does not look like they ever will – American ships and seamen engaged upon international voyages will be subject to increased scrutiny from Port State Control. Ultimately, this impacts shipping companies who are already experiencing tight bottom lines.

There are many facets of the MLC 2006 and the medical certificate is one small part. Until the American Port State authority simplifies medical certification by allowing a medical practitioner to personally certify a seaman every two years, using the international or DOT model of either the aviation or trucking industry for certification, the American seamen and ships are at another competitive disadvantage.

Closer to home, the vast majority of the 200,000 U.S. certificated mariners today can be counted among the ranks

of coastwise, brown water and inland trades plying domestic waters. The process of increasing the frequency of medical renewals from five to two years will not be as simple as it looks. The National Maritime Center is arguably only now coming up to speed on their (new) medical certification process. What will happen when the number of approvals more than doubles in a very short period of time? Are the authorities ready? Only time will tell. ☆

*This article first appeared in the February 2014 print edition of MarineNews magazine. All rights reserved.*

*Captain Jeff Cowan sailed aboard various containerhips as Master, capping a 35-year sea-going career.*

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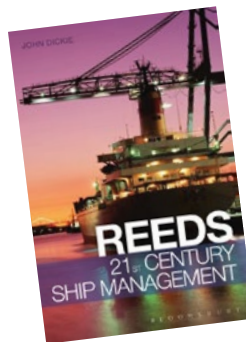
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## Book Release



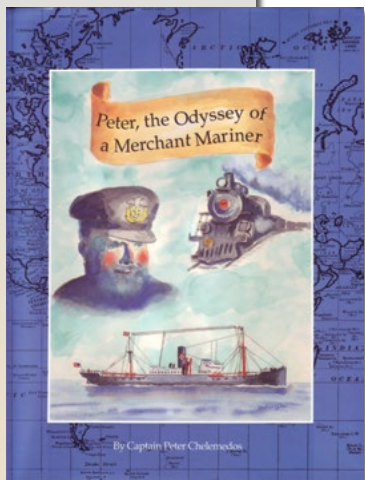
### Reeds 21st Century Ship Management

*Author: Captain John Dickie*

Ship management is in a constant state of evolution, driven by the demands of the shipping industry, new legislation and advancements in technology. Over the past 30 years the emergence of large multinational ship management companies has changed how business must be conducted, and shrinking profit margins have changed how these companies must operate to survive in a competitive industry.

*Reeds 21st Century Ship Management* addresses the key areas where ship managers must be both knowledgeable and adaptable, including ship types, legislation, documentation, inspections, insurance, budgeting, emergency response and personal issues, such as teamwork, effective communication and fatigue.

The focus is as much on the people who manage ships as the theory and practice of ship management; people are the most important asset of any organization. As such, the book asks the reader to look at how things are done and if there is a way to improve. It is highly recommended for professionals in the marine industry to review where they are and where they want to be. ☆



by Captain  
Peter Chelemedos  
#1671-R

*The big news*  
*from Europe*

was the Allied advances across France and Germany. In the Pacific, the news was of the invasion of Iwo Jima in February and Okinawa in March. We kept getting updated reports of the Japanese kamikaze attacks on the ships off the beaches and the hard fighting ashore.

Captain Johnson was replaced by Captain H.R. Bieneman, a Lykes Brothers skipper.

When I first met him, my impression was of a buzzard — his heavy black eyebrows and steely black eyes made me think to myself, “What have I let myself in for by staying?”

We shifted up to Newport, Rhode Island, to load Seabee equipment at the Portsmouth navy base, and sailed from there for Samar Island in the Philippines.

The first night after sailing from Portsmouth, Captain Bieneman came up on the bridge just after twilight and asked, “Did you get any star sights?”

I said I had, to which he responded, “I’ll take over while you go down to the chartroom and work them out.”

Since I had learned to use the Air Almanac and the HO 214 navigation books, and had developed a system where I looked up all the stars at the same time and worked them out together, I was back up on the bridge in about

## Peter, The Odyssey of a Merchant Mariner

### Chapter 20: George H. Williams, Second Voyage March - August 1945

ten minutes.

He asked me, “Didn’t they work out?”

“Yes, sir,” I answered. “They made a perfect fix and are plotted on the chart.”

“Impossible,” he said. “There’s no way you could have worked them out so fast. Are your sights down there, too?”

“Yes, sir.”

“Do you mind if I go over them?”

“No, sir.”

When I came down to write up my log at eight o’clock, he called me into his office. He had worked my sights out by the old “time sight” method, a long, involved sequence of sines, cosines, haversines, etc., which the old-timers used before the new tables were calculated. He said, “I don’t seem to come up with the same answer you have. Are you sure about your work? I can’t believe you could be accurate if you did it so fast.”

I looked over his work and pointed out that he had subtracted a correction that should have been added. When he added it, the position he arrived at was exactly on top of mine. He pushed all the papers into the waste basket and said, “Teach me how you navigate.”

From then on, we got along fine.

*We were saddened a few days later to learn of the death of President Roosevelt. We were sorry he didn’t live at least another month to witness V.E. Day when Germany surrendered.*

We proceeded on through the Panama Canal, where the authorities took our chief cook off because he was of Japanese ancestry. They would let him sail in the

Atlantic, but not the Pacific. Since they couldn’t provide us with a replacement, we upgraded the second cook. After the first day of his cooking, we asked him what his trade really was, since he was certainly no cook. He said he had been a blacksmith, and since they figured he could handle a coal fire, they put him in cook’s school. We wondered many times in the next ten months why the Fates had blessed us with him.

It was also the chief steward’s first trip as steward. He had been our bedroom steward the trip before. He was quite a comedown from the chief steward we had had last trip, whose peacetime position was head of the culinary department at the Bel-Aire Hotel in Beverly Hills, California.

We had left the States with stores for only three months. As the months stretched out to eleven, we felt the pinch. The days passed slowly. I re-read a copy of the *Berkeley Daily Gazette*, which had written up the story of the sinking of the JOHN A. JOHNSON. It also carried another article about the sinking in the Indian Ocean of a different Liberty ship, JEAN NICOLET. George K. Hess of Berkeley told the story:

*“When our ship sank, most of the crew managed to climb on life rafts. The Japanese submarine emerged to the surface. Armed with machine guns, they machine-gunned most of the rafts. Then they brought about 100 of us aboard the deck of their vessel.*

*“We watched them bayonet 60 of our men and hit others with lead pipes. They*





*stripped us of most of our clothes and tied our hands behind us. Then, unexpectedly, the submarine crash dived, and we were left to the shark-infested water, our hands still tied.*

*"After swimming for about 10 hours, and managing to free ourselves from the bonds, we sighted a raft which supported us for two days when a British trawler picked us up."*

With this running through my mind, and the fact that we were crossing the longitude of San Francisco, I was moved to write the following Morning Report:

And we sail on. The sea is flat and rolls up and down in an almost unnoticeable swell, restlessly surging. The stars this morning tell me I am a bit west of the longitude of San Francisco, latitude of the Equator. We are en route from Panama to New Guinea. The peacefulness of the scene this morning gives no indication of last night's horror.

The torpedo struck in Number Two hold about ten o'clock last night. The moon was almost full, and bright, for there were few scattered puffs of clouds in the sky. I was in bed at the time so was unable to see the first action, but I picked up my clothes and lifejacket and made fast time to the bridge.

The ship was a bit sluggish, but still making way through water, and under fair control. The sub was not in sight at the time, but since the torpedo had struck starboard, it was that side we watched.

The ship did not appear to be breaking up; the cargo of canned goods apparently absorbed the shock of the explosion and was dense enough to exclude too much water pouring in, so we seemed to be in little danger of sinking. We stayed aboard, running ahead at what few knots we could make. The sub did not show. We waited.

Remembering a previous experience of the war in which the Japs machine-gunned lifeboats before shelling the ship, I figured that this would be what these were waiting for. I told the skipper and Armed Guard officer of my thoughts

on the matter and an idea I had. We laid plans to put away the portside boats with an armed crew. Under cover of the ship's guns, we would go off and wait for the sub to surface, then attempt to board her. Sticking our necks out, true, but under the circumstances worth a try. At least as long as we had the ship's guns to back us up.

Calling for volunteers looking for a fight, twenty of the merchant crew came forward, borrowing rifles and .45s from the Armed Guard officer. The cooks brought cleavers from the galley, and we had among us a dozen or so sheath knives and the skipper's and my own .38s. We then set about our task.

Putting Mr. Ralston, the second officer, in the Number Two lifeboat, and taking the motor lifeboat for myself, we set off.

We did not use the engines, but rowed and stayed about twenty yards away from the other boat until we were about a thousand yards away from the ship on the upwind side, since we wanted to keep clear of her drifting in the light wind.

Looking back at the ship, we saw that they had set off smoke bombs, and the smoke really gave the appearance of a fire aboard. I hoped it would not interfere with their visibility. Soon, as expected, the sub surfaced about a hundred yards ahead of us. We boated our oars and watched. We could see men climbing out on deck and on the conning tower and man the guns immediately. A star shell from the ship burst over them and lighted up the entire scene. Then a shot from the ship's big gun hit the deck gun of the sub. 20mm shells raked the decks clear at the same time.

The sub was moving slowly toward us at dead slow. I could see no one on deck at this time, so I fired a red flare as a signal the the ship to hold fire. I started the engine to proceed to the far side of the sub.

I could see Mr. Ralston getting his boat underway under oars and steering to move alongside the sub as she passed. The sub came close closer... slowly... closer... ready... now jump. We made

the foredeck easily, though it was about four feet higher than the boat, and a bit slippery at that. We rushed aft. One man stayed to make the boat fast, then he, too, joined us. I wondered if the men below knew just what was going on on deck.

By that time, we met Mr. Ralston's men coming from aft. There was not a soul alive on deck but our own men. The firing had been very effective.

The shell from the ship's gun had hit the deck of the submarine at the base of its deck gun, cracking the hull and part of the front of the conning tower. We cleared the dead Japs from the deck.

Now at least we had the decks. I sent a man back to the boat for a flashlight and signaled the ship to that effect. Now what to do? None of us could speak Japanese and they had the controls below us, though we knew they could not submerge because of the holes in the hull.

On a hunch, I tried the remote control devices I found, which I hoped would be connected to transmit orders to the engines. Slow ahead.

At least I moved it to the equivalent space on our ship's telegraph. We heard the engines increase a little in their tempo. They didn't suspect? I signaled stop. We stopped. Good. I had some of the men load up the big gun to fire at the horizon, but the blast from the ship's gun had been effective. No go.

I then sent Mr. Ralston with five men to take the motorboat back to the ship, and sent word to get ready to bring the ship alongside of the submarine.

The slight swell made the two vessels bang together a bit, and I was afraid the outer diving planes on the sub would split seams on the ship, since Liberties are notorious for their light construction. I sent instructions and presently received a number of tools, an engineer and a small rope ladder. We then let go and the ship cruised off a way. We set to work over the bow to unship the diving planes, just in case. Then the same procedure in the stern. It was easier than we expected, for the sub rode well up on the

*cont'd on next page*

*ODYSSEY cont'd from pg. 21*

swell and there was not much interference by the waves.

I had hung my hat over the periscope early on, so visibility from below was cut off.

Ringling "half ahead" on the telegraph, we caught up with the ship and, in a half hour or so, were alongside again. I proceeded to take a set of navigation instruments, a tarpaulin, blankets and emergency rations. A chart of the San Francisco approaches, a general and pilot chart of the North Pacific, all of which were stowed in a waterproof bag on the conning tower platform.

Taking the bo'sun, two ABs, the second engineer, an oiler and the deck engineer and lots of sandwich makings, we bade good day and bon voyage to the ship and headed north on one of the most unusual escapades known of the war. An American deck gang controlling an enemy's sub with an enemy crew at the engine controls not knowing what was happening above.

Wireless contact had been made by the ship, and the Navy would know what to find if they came looking for us. We estimated speed at eighteen knots and set a course for San Francisco. We were on the way. Daybreak and moonset were almost co-incidental. Sunrise found us alone steaming steadily northward on the surface of a quiet sea. The tarpaulin was spread on deck abaft the conning tower and all the gang except a man at the con and a man watching the escape hatches slept.

I took star sights and worked them out by "time sight" and plotted the position on the chart, checked the compass, and set the course for San Diego instead of San Francisco, since it was more of a naval port and there would be fewer problems.

I wondered at this time again what the thoughts of the men below were when trying to ascertain what was going on on deck. I found out soon enough.

About 6:30 apparent time, things began to happen. A messman came up the ladder with a tray of tea. When he

saw us instead of his own officers, he nearly fell over himself going back in. A quick jump by the lookout aft prevented his doing so, and rescued the tray at the same time. A quick splash, followed by the bitter tea. And silence again.

About 6:45, the deck hatch forward opened and six men climbed out and shut the hatch behind them. They walked aft as far as the gun and looked around for the crew they were evidently to relieve. And kept the surprised look on their faces as we turned the machine gun at them and forced them over the side. (This, because some of my previous shipmates were lost with a crew that had this done to them).

Then all hell seemed to break loose. The forward hatch came open and men streamed out, yelling. I opened fire with the small machine gun and the helmsman left the control and started shooting at the men coming up from aft.

The men who had been sleeping were now awake and entered the fight on a hand-to-hand basis, so we had to stop shooting for a bit. The battle was a weird one, knives flashing, guns blazing, fists flying in true movie style. I heard a noise behind me and saw that a man on deck was preparing to throw grenades up our way. Shot one, then another, then the gun jammed. My pistol... six shots... the bo'sun was trying to load the gun again... a grenade was coming, duck, "Bo'sun, throw it back quick" "BLAM!!!"

"Mate... Mate... are you awake? Hey, Mate... Three-thirty... weather clear, warm, smooth sea... Hey, Mate... Coffee in the messroom... Are you awake...?"

Slowly I opened my eyes... a dark room. Where was I?... Who's talking? I reached around and found a light switch over my head. Turned it on...Where? What? The clock says 3:30...

It must be morning... Faintly in the distance I heard seven bells striking. Yes...

Where am I... ? The sub...? This wasn't the sub. What happened...?

Little by little came the realization

that I was awakening in my own bunk on the *GEORGE H. WILLIAMS*. A dream ... ? Egad ...

Ah me.

And so I climb my weary way out of bed, dress and go down for the coffee. I'll take it black, thank you. And so to the bridge again. I watch the early morning sea, the fading stars, the breaking day, the rising sun. (Rising sun.... hmmm, I wonder how that fight came out...)

So it goes. The tropic sun, the vast emptiness of the sea, stories and tales heard, and experiences of the past all mixed together seem to tell on one's imagination. Maybe I'll stay out of the sun for a day or two. Maybe it is as Shakespeare's Jacques said about the theater of life: "Then the soldier, bearded like the bard, full of strange oaths, jealous in honor, sudden and quick in quarrel, seeking the bubble reputation even in the cannon's mouth..." Yes, I think I will stay out of the sun for a few days.

After that nightmare, the balance of the voyage to the Admiralty Island off New Guinea was relatively peaceful and routine. We arrived there for orders and were sent to Samar to discharge the Seabee equipment that had been loaded at Portsmouth.

When we had loaded the equipment, the navy stevedores made it plain that they were in charge of the loading. Period. When I protested that they were using cardboard cartons of bottled Coca-Cola for filler cargo and, instead of stowing it, were throwing it into the spaces between the pieces of heavy machinery, they re-affirmed that they were in charge period.

While discharging the cargo at Samar, the navy sent some enlisted personnel wearing Shore Patrol armbands aboard to "guard" the hatches. One of the petty officers came up to my office and asked me to sign for an accounting of damage to some 60,000 bottles of Coca-Cola in their cargo. I didn't sign for them. I pointed out the mandate the loading officer had given me that it was the Navy's responsibility. He left. Not very happy, but I heard no more about it.



From Samar, we were sent to Finschaven, New Guinea, to load some equipment to bring back to the Philippines. The guy who ran the army post office asked me to take his puppy back to the ship with me, in hopes that we would be returning to the United States soon. He also gave me ten cases of "C" rations for feeding him. The dog, Juno, was a Belgian shepherd, a pup of one of the "war" dogs stationed there. She was a beautiful and friendly dog. When she walked out on the boat deck the first day, the gunnery officer's black Scottie looked up at her and let loose a stream of water that wouldn't quit.

Instead of being sent back to the States, we proceeded on to Lae, Wewak, Milne Bay, and other ports along the New Guinea coast, picking up retrograde equipment and ferrying it to the Philippines.

Sailing along the coasts of New Guinea and the area southeast of the Philippines was mostly done with a sailing direction book compiled in the late 1860s by someone in a sailing ship. Instructions such as, "We sailed three days on the starboard tack and saw at a distance of three furlongs of the port bow discolored water" were rather difficult to translate to modern usage on a low-powered steamer without radar, especially, as the mostly overcast sky did not lend itself to a reliable series of star fixes.

The currents of the area were not plotted sufficiently to be totally reliable, so a lot of our sailing was done by dead reckoning (RPMs of the engine and compass direction and whatever local knowledge the navigator could come up with.)

On the approach to the Surigao Straits on the east coast of the Philippines, the only lighthouse on the coast was on top

of Suluan Island, listed in the light list as a "ten-mile light." It lay about sixty miles north of the entrance to the Surigao Straits.

According to our dead reckoning navigation, we were due at Surigao entrance about 8:00 a.m. At 3:30 a.m. when I was called to go on watch, the man who awakened me told me there was a light ahead. Since one of my standing instructions was to not turn lights on in my room (so as to not affect my night vision), I told him to send my coffee up with my helmsman and went immediately to the top bridge.

It was raining hard. The second mate pointed out the light nearly right over the foremast. He said, "There's Suluan

and see how deep the water is, and plot a course to pass clear of Homohon Island," I said.

He went down and a few minutes was back with the news that we had six fathoms of water under us. We adjusted the course and at daybreak passed clear of Homohon. Plotting back, we found that we had been only a mile from running smack into the island with our load of ammunition.

I asked the second mate how he figured the light was ten miles off. He answered, "Well, it is listed in the light list as a ten-mile light, and it had just broken clear."

I said, "Mr. R., please go down and read the front cover of the light list and come back and tell me what it says."

"THE WORD 'VISIBLE' WHEN USED IN THIS BOOK SHALL MEAN VISIBLE ON A DARK NIGHT WITH A CLEAR ATMOSPHERE."

It was a lesson learned that could have been disastrous.

We discharged our cargo at Tacloban and, after a second-round trip to the same ports in New Guinea, we discharged more retrograde bombs and equipment cargo, then loaded about 5,000 tons of bombs to carry up to supply the proposed invasion of Japan.

While we were loading this in our five-hatch, 10,000 ton vessel, a small, two-hatch army FS ship was laying ahead of us at the berth. I noticed that for every truckload that came alongside of us, there was one alongside of the FS boat. I asked the cargo officer if that ship was loading empty cases, as her capacity was around 500 tons. He said, "No, and it is none of your concern. The Army knows

*cont'd on page 25*



*Liberty Ship, North Atlantic, circa 1943.*

Island Light. Just broke clear."

I went in the wheelhouse and told the helmsman to turn the ship around and put her on the reverse course until I could verify something, then went back out to the wing of the bridge, from where I could see breakers ahead through the binoculars.

The skipper was standing there and asked, "Here, Mr. Chelemedos. What are you doing?"

"I'm turning the ship around, sir. We aren't a mile off that beach."

"I can't see anything. They turned the lights on in my room when they called me," he said.

"I can see fairly well. Go down in the chartroom and check the fathometer



## King Tut Crosses The Atlantic

a short excerpt from my second book, *True Faith and Allegiance*



by Captain  
Pete Booth  
#3063-R

The United States is known by many. But, how King Tut got from there to here is not.

The dilemma faced by the U.S. and Egyptian governments in the fall of 1976, given that both countries wanted the treasures to tour America, was how to get them our way. Because the artifacts were priceless (literally), there was no insurance available and it was a geographical given that they had to go by sea or air. Air was considered too risky. Ergo, the U.S. Navy to the fore.

The vessels chosen were the U.S.S. *MILWAUKEE*, an AOE, and the U.S.S. *SYLVANIA*, an AFS on duty in the Mediterranean due to return to the states after a Med deployment. So the story starts with on-loading Tut et al. onto the *MILWAUKEE* in Alexandria, Egypt and after a short Med crossing, going skin-to-skin with the *SYLVANIA* in Naples harbor.

The *SYLVANIA* was the second of six versatile all-purpose (excepting ammunition and fuel) replenishment ships. She carried everything from jet engines to electronics to toilet paper (can you imagine the fleet running out of toilet paper!), to Canadian bacon. It was literally a floating supply center.

*SYLVANIA* had a crew of about 350,

## King Tut lived in the land of Egypt circa 1450 B.C. The discovery of his treasures and remains extant in his

Egyptian tomb are one of the real finds of the 20th century. The subsequent triumphant tour of

could do 20-knots cruising and 21-knots flat-out with three boilers and one big screw. We would normally service each ship in the 6th Fleet at least once a month along with numerous forays into the Atlantic and North Sea. A fascinating operation to say the least. Back to Naples harbor: With copious safety nets rigged, numerous civilian security guards, State Department reps ad infinitum, we commenced loading the 100-or-so separate boxes that contained King Tut and his treasures into our number-two hold just forward of the bridge. All went well and we set sail for a brief port stop in Rota, Spain en route to Norfolk and home.

I must say that in our exuberance to return to home base, the good steaming weather, the spotlessly-clean ship and no underway replenishments in the middle of the night, it was an upbeat and positive crew. We knew we had done a fine job on the deployment and the attitude of the crew reflected a good feeling about themselves and the ship.

Our euphoria was short lived, however, because smack in the middle of our great circle route and in the dead center of the Atlantic Ocean, was a late-season major hurricane named "Emmy."

The storm was forecast to continue curving to the east and south, so the fleet weather folks suggested we deviate to the north to give it a wide berth to our south. We concurred in this plan.

However (isn't there always a however!), the forecast proved wrong, the hurricane continued its northward track and we concurred once again in a fur-

ther deviation to the north under the premise that Emmy would indeed curve to the east.

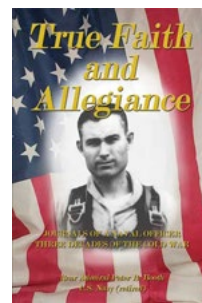
As the wind and seas started to pick up, the 15,000-ton *SYLVANIA* started to gently creak and groan. The XO (a submariner), the operations officer (surface warfare), and myself (an aviator) huddled over past-October hurricane tracks and thumbed through our friendly Bowditch.

It soon became apparent that if we continued on our PIM (point of intended movement), that we would rendezvous with Keflavik, Iceland, or South Greenland in a couple of days. So we made the decision to alter course from about 330 degrees to 150 degrees (a 180!) and keep our 20 knots. This time we did not get a recommendation from our Norfolk friends.

Because the winds in a hurricane in the northern hemisphere are counter-clockwise, the dangerous semi-circle was to the east, which was where we were. So, we were somewhat conservative in our quest to get south of the hurricane center and then west to beckoning Norfolk.

The next night, about mid-night, and still at 20 knots, we were due east of the hurricane center (which finally started moving as forecast all along, to the east) (Ugh) and headed south. The ship was riding well, but it was moving a good bit along with some more pronounced creaking and groaning. And — the wind was howling!

Back to King Tut: Throughout the voyage, we had taken the precaution of having a watch around the clock outside the





roped-off area in the number-two hold. In the middle of this dark and stormy night, the Exec and Master Chief requested permission to secure the watch because there was a distinct edge of nervousness on the part of the youngsters we had down there. In fact, there was real concern amongst at least some of the crew, that King Tut really did not appreciate the TLC we were giving him and in fact was rebelling!

I went down to the hold at about 0200 (with the Exec and the Master Chief, both big fellows) and it was eerie and it was scary. Dark, creepy, groaning, the ship heaving and the wind really whistling and heavy rain bouncing on the overhead hatch cover!!

The next morning revealed sizeable seas of about 15 feet, a 45-knot wind on our starboard bow, soggy clouds and in and out of heavy rain. We were inching our way to the south five degrees at a time with the hurricane center about 150 miles to our west.

We got the crew together on the mess deck and showed them what the game plan was (which we had been doing all along) and as forcefully as I could muster, told them that King Tut was really enjoying being at sea and that he had absolutely nothing to do with our present state of affairs.

King Tut and the *SYLVANIA*, of course, cleared Emmy to the south and kept our 20 knots to home base and a great Norfolk welcome. No one expressed concern over the late arrival. We all knew it was due to the vagaries of a strong hurricane and had nothing to do with our valiant King Tut. ☆

### **Aircraft Carrier Command, 2nd edition**

Captain Pete Booth has released a 2nd edition with the addition of several more case studies that ought not to have happened, both USN and civilian as well as several additional Navy ship captains with their thoughts on sea command. Please recall that the original and 2nd edition have great inputs from CAMM members, Tom Gibson and Rick Comeau. More at [peterbbooth.com](http://peterbbooth.com). ☆

### *ODYSSEY cont'd from pg. 23*

what it is doing. We are loading her until she is down to her marks.”

I said, “I think you have something wrong there, and you should check it out.”

He repeated his previous statement.

I pointed out that that ship would have to sail before we could leave the berth because of the narrow channel. Anyway, when it came time to sail, they cast off their lines, but couldn't move. The Army brought over an LCI (landing craft infantry) to use as a tug, and towed her away from the pier. As she left the pier, she slid deeper into the water. When they finally stopped pulling on her and realized she was on the bottom, she was too far from the pier to use her gear to unload.

So we waited a couple more days until they brought over a barge and unloaded part of her cargo to get her afloat again. While we had been loading these live bombs, I tried several times to stop the operation because I felt the army stevedore battalion was being very careless about the loading.

Occasionally, a bomb would fall out of the rope net slings and drop to the deck. I chased the longshoremen off the ship and requested the lieutenant to get a safer crew. I had a strong suspicion these men had been drinking some of that powerful Philippine whiskey.

When we were covering up the hatches and all the trucks had left, we found a 1,000-pound bomb still lying on the main deck. I told the lieutenant that he would either have to re-open the hatch and stow it in the lower hold with the rest of them or have it taken ashore back to the ammo dump. He wanted to just lash it on deck where it was.

Neither I nor the captain thought the ship would be seaworthy going to an invasion with a live bomb lashed on deck where it would be subject to strafing as well as the inherent danger of the cargo itself. I told him we couldn't sail until it was taken care of. The

lieutenant went ashore and sent his Captain down to order us to sail. The Captain went ashore and sent his Major down to order us to sail. The Major went ashore and sent his Colonel down to order us to sail. The Colonel went ashore and sent a representative for War Shipping Administration down.

When he came a board, he said to me, “I understand you refuse to sail your ship.”

I said, “Yes. I don't consider it seaworthy with a live bomb lashed on deck.”

He went up to see Captain Bieneman and was told the same thing. Captain Bieneman asked, “Sir, in all the years you have gone to sea would you take a ship to sea which you didn't consider seaworthy?”

“No.”

“Would you order me to?”

“Of course not.”

The lieutenant got a truck back and discharged the bomb.

We then loaded some machinery on deck before going out into the bay to anchor and lash it.

When we were ready to sail and the lieutenant was heading down the gangway to the landing craft alongside, the second mate called down to him: “Good-bye, I hope I never meet a p— like you again.”

Captain Bieneman was standing on the boat deck and called down to the second mate, “Mr R., you shouldn't call that man a p—.”

The lieutenant stood back with a smirk on his face to watch the second mate get a dressing down. The second mate said, “But sir...”

Captain Bieneman said, “I know, I've watched him. But you must always remember... a p— is something useful to a man.”

It was a parting pleasure to watch the grins on the faces of the longshore troops in the boat as the lieutenant spluttered. ☆

## 2014 is proving to be an interesting year



by  
Captain John Dickie  
Secretary-General

### *Some interesting situations that have arisen just prove where we are going with the maritime*

industry and how owners and managers can find themselves in an unpleasant situation. They

have carried out work to ensure crew members qualified for security duties and meet statutory requirements, but because the flag state of the ship that they are working on has not put in place the certification, Port State Controls are issuing deficiencies.

This was discussed at the IMO under the new HTW 1 – Sub Committee. The ICS had presented a paper requesting some discretion by Port State Control. This letter was first circulated in November 2013. The reason behind this was that the deadline of the 1st January 2014 had passed and there are still a lot of outstanding certificates to be acquired by crew members. It can be seen that the industry has taken the driving seat in this matter and in a conversation with one training organization, they reported that they had completed courses and issued certificates to nearly 10,000 seafarers in the latter months of 2013.

This issue is not new; it was covered in the STCW 2010 Manila Amendments, and so it is not possible to say whether this issue was unknown or new. The IMO has already published module courses for these issues and these have been available for some time now.

Such issues as these raises a major point of concern that the maritime

industry is becoming over regulated and the plethora of certificates which a seafarer must possess to go to and remain at sea are becoming too much to bear. Another consideration to this matter is that it is not just the matter of time and money to obtain certificates, but also the cost of renewing them on a regular cycle, therefore the question of who pays for this arises. Should the seafarer be responsible for the maintaining and updating of certificate and the cost implication or should the employer assist in these matters? I use the word 'employer' as in many cases it is difficult to ascertain who exactly employs the seafarer and in which country is this employer situated.

But what of the low-paid workers who are franchised to work on certain ship types? Their wages are already low; will this additional burden be too much for them? I do not know the answer but what I can say is that the companies who take care of their employees and devote resources to ensuring crew training is conducted at the company's cost should be applauded. Those who do nothing should hang their heads in shame. There will be many arguments as to why they cannot do this, but was the STCW 95 not supposed to create a level playing field for everyone?

For many seafarers the existence of the IMO is known, but how it really works and the good that it does is not readily appreciated by the majority of the shipping industry. IMO Secretary General Mr. Koji Sekimizu is working with his staff to carry out the reforms

needed at the IMO. He has a "Vision" of the direction which the IMO should follow as well as matters of reducing cost and becoming more efficient. The IMO has the same problems as everyone else in these times of austerity.

Part of this has been the reduction of the Sub-Committees from 9 to 7 for each year. This does not sound like much to do but these changes for the title of each subcommittee and the redistribution of the work load from each of the previous subcommittees was no mean feat. These subcommittees are finding their feet and it is expected that as they become well established the work load will increase.

One dominant feature spread across a number of subcommittees is the Polar Code. This is a major piece of work and it will prove interesting when complete and all the various components are brought together. Will there be a substantive new piece of legislation? It has a number of issues to reconcile; not only the ships that will trade in these areas but also protecting the environment of these areas and the wildlife and flora that exists. Some sectors of the maritime industry are expressing concerns and these will probably not affect the structure of the Polar Code but rather its application once in place.

But as usual, every piece of maritime legislation affects the shipmaster to some degree. Certain discussion groups are now sensing there is a shift in the people coming to sea as trainee officers and looking at a certain timeline to attain the necessary qualifications then transfer ashore. In many cases these people are



staying within the maritime industry but a growing number are leaving the industry altogether.

Recently I sat on a focus group dealing with cadet recruitment. This had been undertaken looking at the whole view of recruiting and retaining cadets on a world-wide scale. The leaders of this research were INTERTANKO and they have utilized a lot of resources to obtain questionnaires and feedback to ensure that they were able to gain a snapshot of the industry. This will prove to be an interesting read when released.

There are new issues to be considered when cadets are on board and of course, as usual, the master is expected to take charge and ensure they have a structured learning process while on board. Of course this is no problem for the master who has so much time on their hands that this will remove the boredom— somehow I do not think so. There are new dimensions, such as having cadets from the UK put onboard a ship with a complete Ukrainian crew. (These two nationalities were chosen as an example and for no other reason. Any combination could have been chosen.) The cadets are on the outside, there are language barriers, cultural and other issues to be considered and a proper structured learning experience, records books to be completed. This raises potential problems. The fact of the matter is that there are many cadets who cannot get berths to complete their sea-time to become certified officers.

Every time you turn around there is something else being added to the workload of the master. Even with the assistance of a good set of officers, this workload is being viewed by junior officers as something that they do not want to experience. If you add criminalization issues along with modern piracy, there is something to be said about reducing the expectations of junior officers to becoming masters.

It would be wonderful if all of these issues could be resolved. Shipping will always be a demanding industry but will the demands become too much? Only time will tell.

And finally, the good news and the bad news. The good news is that the CAMM conference is going ahead on the 11 -13 June at the Hilton Mystic Hotel, the bad news is that I will be attending and am looking forward to meeting the members and discussing their questions. 🌐

### **CAMM's Captain Cal Hunziker on ballot for IFSMA Vice President**

Captain Calvin Hunziker (#2457-R) has been appointed as CAMM representative to IFSMA and will stand for election as a Vice-President on the Executive Council.

Captain Hunziker served as CAMM National President from 2008-2012. He sailed as Master aboard coastal tankers before joining and retiring from Puget Sound Pilots. 🌐

## **Guidance on security certification for seafarers agreed**



*IMO Press Briefing 5  
February 25, 2014*

Guidance on training and certification requirements for ship security officers and seafarers with designated security duties has been agreed by IMO, to address practical difficulties seafarers have reportedly experienced in obtaining the necessary security certification under the 2010 Manila amendments

to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) and STCW Code.

The guidance recommends that, until 1 July 2015, relevant training under section 13 (Training, drills and exercises on ship security) of the International Ship and Port Facility Security (ISPS) Code should be accepted as being equivalent to that required under the STCW Convention and Code.

The guidance was agreed by the Sub-Committee on Human Element, Training and Watchkeeping (HTW), meeting for its first session from 17 to 21 February 2014, which expressed its concern that large numbers of seafarers were reportedly unable to have access to approved training courses or were unable to be issued certification of security-related training in accordance with the STCW regulations.

The Sub-Committee approved an STCW circular on Advice for port State control officers, recognized organizations and recognized security organizations on action to be taken in cases where seafarers do not carry certification required in accordance with regulation VI/6 of the STCW Convention and section A-VI/6, paragraphs 4 and 6 of the STCW Code after 1 January 2014.

It also approved an STCW circular on Advice for port State control officers, recognized organizations and recognized security organizations clarifying training and certification requirements for ship security officers and seafarers with designated security duties, which agrees that ship security officer (SSO) training encompasses the competence requirements of the STCW Code (section A-VI/6). Therefore, holders of SSO certificates should not be required to undergo further training and obtain certification. 🌐





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by Captain  
Angus McDonald  
CMMC

## The Tide Had Turned

They say that when you are in a war, you don't really know what's going on beyond your immediate sphere which

in our case was an 8,000 ton DWT British freighter, detached from a west-bound trans-Atlantic convoy in June 1943 and ordered to Santos, Brazil to load cargo for Britain. Of course, I was only a cadet, lowest form of animal life, I had been informed, so how would I know that the Allied navies and air forces had beaten the U-boats in their once happy hunting grounds and Admiral Doenitz had sent some of them to the coast of Brazil where there were no convoys and he hoped, few Allied warships?

We enjoyed trundling along at about 8 or 9 knots on our little old-fashioned freighter with only the fundamental navigational aids such as magnetic compass, chronometer and the mates' sextants, plus of course, a deep-sea sounder and radio equipment on which transmission was forbidden except in dire distress, but our three "Sparks" kept watch 24/7 for instructions from those "on high" in Navy HQ. The weather was great, we got a lot of maintenance work done on deck and had some fun with our "Crossing the Line" ceremony. As we neared the Brazil coast the Mate sent us down each of the five empty cargo holds to clean the bilges.

### A Surprise Sinking

The 24th July, we were 38 days out from Liverpool, the Mate gave us time to clean our cabins for the forthcoming weekly inspection by the Master. This was lucky because about 0900, there was a tremendous "BANG!" and the ship lurched. I had been polishing the brass in the cabin I shared with another cadet. It was suddenly dark due to the pall of smoke then a huge deluge thundered down on the ship midships and half-filled the lifeboats.

We had trained for this moment. I pulled my lifejacket from its rack, put it on and headed up the ladder to the boat deck, where men were assembling. My lifeboat, No. 4 was on the port side. The 3rd Mate, in charge, was checking off the Indian seamen assigned to his boat. I jumped into the boat to put in the plug and was surprised to find the boat half-full of water. I managed to get the plug in the hole anyway and scramble forward to be ready to release the for'd fall and the painter. The wooden lifeboat was lowered on the manila rope falls with a jerky motion as two of our Navy gunners slacked away around the stag-horn bollard. The boat ladder was being used to get men into the boat. Because of the weight of water in the boat the 3rd Mate lowered it with only a few in it. Some Indian seamen came to the boat deck with suitcases but these were discarded. There was no

panic, no yelling but everyone moved quickly to their boats. No. 1 boat had been destroyed in the explosion but its crew were sent to the other boats.

With our boat in the water and falls let go I stood by to release the painter and looked in amazement as the ship's fore part slowly reared up and the after part which we had just left, also rearing up. The ship's back was broken and she was closing like a clasp knife. I thought that if I had been down in No. 3 bilges I would have gone instantly, like the three firemen in the stokehold. We were a coal burner so we had no filthy fuel oil to contend with like so many unlucky seamen.

### South Atlantic Regatta

The weather was fair, slight sea and moderate swell and no difficulty getting clear of the ship which was gone in 15 minutes. The Captain was the



Survivors in No. 3 lifeboat. SS HENZADA

last man off and he just stepped into the water from his deck and did a nice breast stroke to No. 3 boat standing by to take him aboard. Someone pointed and yelled that the conning tower could be seen. The "Old Man" started to take off his rank shoulder boards and said; "Don't tell I'm the captain." A disguised voice from the bow of the crowded lifeboat was heard to say, "I'll tell." However, the U-boat submerged fully and we set a course for our port of destination, Santos. The

Mate had taken his morning sights and our position was known. We hoisted sail but a water-logged and crowded lifeboat was not like a contender for the America's Cup.

The Indian seamen seemed to have no will to survive but the 3rd Mate knew that, so he didn't bother about them. With one of the gunners, I was set about bailing the boat and he had another gunner, one of the "Sparks" and the 4th engineer for help. After about six hours sailing, the engineer proclaimed loudly, "Where are the Yanks now that we need them?" He was referring to an event of five days previous when an American cruiser stopped our ship, had its guns trained on us and sent a boarding party over to do a thorough check on us, in case we were a ship captured by the enemy and being used by one of his heavily armed roving commerce raiders.

### Americans To The Rescue

Only an hour after this cry, his plea was answered. A ship was sighted and we saw it alter course and head for our position. It was an old steam tanker, with a Panamanian flag but a most welcoming American crew on board. "The Yanks are Coming, the Yanks are coming!" we should have sung out. The ship was the *BALTIC* owned by Standard Oil of New York (SOCONY). The Master took a chance by stopping his ship to pick up survivors when he may have known that U-boats were in the area and we were grateful.

As our crew were clambering up their ladder, our 4th engineer reminded the 3rd mate about the bottle of brandy, sewn in canvas, in a locker (for medicinal purposes). It would be a welcome gift to our rescuers. What an invasion of survivors; 20 British officers, cadets and gunners plus 40 Indian seamen. An attempt was made to recover one of our lifeboats but this was difficult and time-consuming so the attempt was abandoned and as the ship resumed its voyage to Montevideo, the U.S. Navy gunners got some practice

shooting up our boats. It was a gunner on watch who had spotted our tan coloured sails. I noted how serious they were on watch; men on each of the several gun platforms, in uniform, wearing life preservers, helmets and equipped with binoculars. They sure kept a good lookout.

### American Abundance

I do not remember what our rescuers did about the Indian crew but I well remember being in the large seamen's messroom, chatting with the *BALTIC*'s guys and being awestruck at the availability and choice of edibles unknown on "Limey" freighters and tankers. One seaman told of the time when he was in a lifeboat and a British ship came to take the American survivors aboard. This man said he had shouted up to the Brits looking down from their deck; "The Germans tried to kill us, you limeys would starve us to death, we'll wait for an American ship to come along." It was possibly an apocryphal story, but we who had been on pretty meager rations were ready to believe it. Then there was big "Scotty," the engine room storekeeper from Glasgow (my home port), who got his lamps on me and said; "I've got a girl for you in Montevideo. She's the kid sister of my girlfriend and she's about your age. He was as good as his word and in "Monte," I had my first "all-nighter."

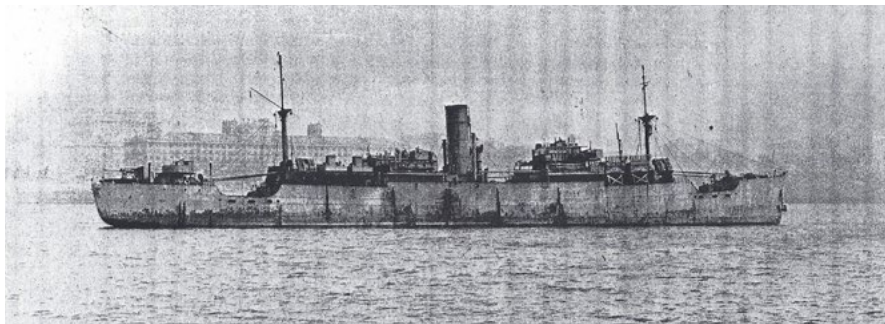
### Air Force Avengers

Many years later, well after the War, I was told that the U.S. had established air bases in Brazil from which American and Brazilian air crews flew anti-U-boat patrols in Brazilian coastal waters where several U-boats were active. My informant also told me that U-199 which sank the *HENZADA* was herself sunk by aircraft, a week after our ship was sunk. Thus, we were not only rescued by our American friends but avenged too. 🍁

*Note from the author: I decided to offer you a story from my Memoirs which I am in the process of writing. Although this is another WW II story, it is a long time since the end of WW II and it might interest many members who missed that experience and the experience of sailing on a rather primitive steamship, rat and cockroach infested and where fresh water was rationed to a bucket per man per day.*

*The tanker's master took a risk to stop and pick us up when he must have known there were U-boats in that area.*

*I would like to highlight to your readers the generous treatment we received from the American crew. It would be added that the U.S. and Brazil had a base in that area and aircraft flown by U.S. and Brazilian air crews, sank several of the U-boats which had been sent to that area to pick off ships sailing independently.*



*SS HENZADA, 8,000 DWT. Built in 1934, coal-burning steamer, speed 9 knots. Typical of pre-war built general cargo ships. Armament: 4" gun on poop, anti-aircraft rocket on poop and A.A. Oerliken guns on bridge.*





## Company of Master Mariners of Canada

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### Arctic Seminar Series #4

#### The Evolving Arctic: Challenges and Opportunities

April 29th, 2014 Halifax, Nova Scotia, Canada

The aim of this Seminar is to investigate the progress of development in the Canadian Arctic and the needs to support an expanded shipping season for cruise ships, resource extraction and the potential traffic using the North-west Passage as a shorter shipping route. The Seminar will consider the resources in place for Search and Rescue, Oil Pollution Response, Ice-breaking, Ice-navigator services, re-fuelling, ship repair and places of refuge. Discussions will consider requirements for investments in infrastructure and regulatory regimes to protect seafarers, the fishery and the sensitive environment, resources and communities.

Do the services and regimes of Russia in the Northern Sea Route provide a template for Canadian North-west Passage policy? Should services be government or industry provided or a mixed model?

Current research, projects and exercises related to Arctic shipping should inform recommendations and discussion of Arctic policy and regulatory formulation. Gaps in research will be discussed.

The recommendations from this seminar will be forwarded to Transport Canada, the Canadian Coast Guard and other relevant government agencies. Recommendations related to research

will go to the Halifax Marine Research Institute and the Marine Environmental Observation, Prediction and Response Network. Recommendations which merit attention of the International Maritime Organization will be forwarded to it through the Nautical Institute or the International Federation of Shipmasters' Associations which have consultative status at IMO.

This free one-day seminar will be held at Weldon Law School Building Room #105; Dalhousie University, Halifax, Nova Scotia. To register, go to [www.mastermariners.ca](http://www.mastermariners.ca) and follow the link for one-day seminar in Halifax. 🍁

### The 3rd Annual Nautical Skills Competition

The third annual Nautical Skills Competition (NSC) took place January 25, 2015 at the Marine Institute of Memorial University. This Competition is an annual project of the Company of Master Mariners of Canada Newfoundland Division with great support from the Marine Institute. The Marine Institute provided their facilities for the events.

The competition consists of the following events:

- 1) Seamanship
- 2) Cargo Work
- 3) Navigation
- 4) Ship Handling
- 5) Dynamic Positioning

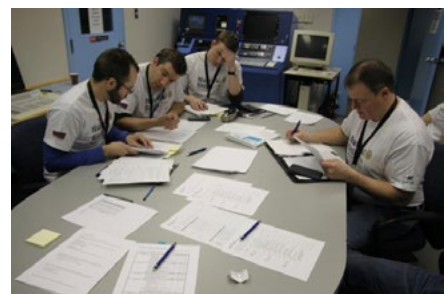
The Competition is always open for

the first, second and third year Nautical Science students. These students, we believe are the future of our marine industry. This Competition is extremely valuable and definitely very educational.

The First Place Award is the Captain Jim Thorpe Plaque together with \$1000.00 for each of the winning team members. Team 47th Latitude Attitude took home the coveted award.

There were three guidance councilors as observers from three different

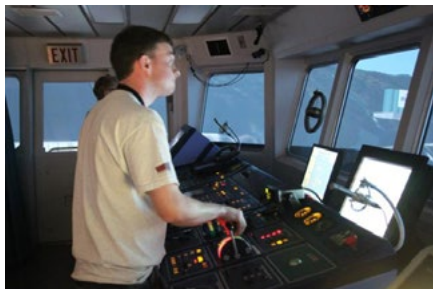
schools from St. John's. This was done with the hope that they can take back some of the positive things from the



Cargo Work

competition. It is hoped that students from the schools final grade may be able to take part in the competition sometime in the future.

The guidance councilors expressed great satisfaction with the competition. They were of the opinion that at least one student from each school may be embedded with the Nautical Science students as a first experiment to observe their reaction. 🍁



Ship Handling

## Four Pillars of Maritime Law



by  
Captain A.K. Bansal  
Company of Master  
Mariners of India

### Sovereignty of Nations

The cardinal principle of International Maritime Law is the principle of Sovereignty of Nations. This principle has been rarely violated unless one country subjugates another, with or without justification. Domination of Great Britain on an Empire on which the sun never set is one example. Hitler's invasions in Europe were another.

Articles 2 and 3 of United Nations Convention on Law of the Sea 1982 (UNCLOS) have added sea areas up to 12 nautical miles from coastal base lines, called territorial waters, into sovereignty of coastal states. Sea areas outside territorial waters are International waters. Articles 17, 18 and 19 of this convention limit this sovereignty of a Coastal State in its territorial waters by providing that foreign flag vessels enjoy the right of innocent passage through this strip of coastal waters, and define what innocent passage is. It is also stipulated that when ships are in the territorial waters of another country even on innocent passage, they are subject to Law of the Coastal State. It means that regardless of Flag of the ship and nationality of her crew such ships should not prejudice peace, good order or security of the Coastal State during their passage.

It is optional on coastal states to exercise their criminal jurisdiction within their territorial waters, which mainly

*International maritime law stands on four strong pillars, namely Law of Sovereignty of Nations, Law of Freedom of the High Seas, Law of Freedom of Contract and Legal Personality of a Ship.*

depends upon whether a crime committed therein disturbs its peace and good order. Most countries exercise such jurisdiction if a victim or the suspected offender is a citizen of that state. Japan has now amended their penal code in light of the *TAJIMA* incident to extend its criminal jurisdiction in cases where the victim is a Japanese national, even if the crime is committed by non-Japanese suspects on a foreign-flag vessel on the high seas.

How strictly Law of Jurisdiction within territorial waters of a country can be applied if it chooses to do so, can be demonstrated by the following case.

As seafarers do, in their spare time all over the world, especially since it does no harm, a seaman threw a fishing line over side, from the stern rail of his foreign-flag ship, anchored and waiting to enter a U.S. harbor. But to fish in U.S. waters requires a license. U.S. Coast Guard promptly boarded the ship and arrested the seaman because he was fishing contrary to U.S. law, and also the Master because he personified the ship which contravened U.S. law.

### Freedom of the High Seas

From time immemorial, it has been accepted that the High Seas belong to the entire human race. This is second pillar of International maritime law as an inherent right and is now spelled out in Article 87 of UNCLOS. It is under this principle that ships of all nationalities are able to carry goods from country to country across the oceans, without let or hindrance. But this right of Freedom of the High Seas is subject to Law of Nationality. For example, in

about 1500 A.D. the Chinese Emperor Hong Zhi made it a capital offence for any of his subjects to sail the high seas. Subsequently, he even ordered all sea-going ships to be destroyed. This wiped out the immense Chinese sea power. It has taken China five centuries to return to shipping.

But "might is always right." Therefore a nation powerful enough may block the high seas to fellow man or to another nation, at will by might of arms. President Kennedy laid a blockade against the approach of Russian ships to Cuba in October 1962, against all canons of International maritime law, as it affected Freedom of the High Seas.

Freedom of the High Seas has also been interpreted by man to mean freedom to throw his waste into the seas, as his birth right. Thus human waste has been thrown into the seas from coastal habitations for centuries, not forgetting sewerage, garbage, oil tank washings, bilges and what not, from ships. In fifty years from 1948 to 1998, world shipping increased from 98 million tons to 550 million tons. This, coupled with increase in world population and coastal habitations, pollutants being thrown into the oceans by ships today, including all what comes from the coastal belts, are affecting our environment. Hence conventions such as MARPOL.

Apart from such pollutants, an estimated 10 billion tons of saltwater is being carried yearly across oceans by merchant ships. Ballast water transports live microorganisms with it, which easily pass through water pipes of ships. When this water is pumped out, live alien

*cont'd on next page*

*PILLARS cont'd from pg. 31*

species are injected into a different environment miles away from their natural habitat. This affects local environment and ecology and also causes a lot of harm to local fisheries, etc. Under Article 92 of UNCLOS, all ships on the high seas are subject to exclusive jurisdiction of the Flag State. Therefore, conventions such as MARPOL can only be enforced by them. But Flag States, especially flags of convenience States, do not have infrastructure or the will to control their flag vessels from polluting the high seas, miles away from their own coasts. Hence regulations on ballast water control. To lay the onus directly on ships and ship owners, BIMCO, Intercargo, International Chamber of Shipping, International Shipping Federation, Intertanko and the Oil Companies International Marine Forum, jointly issued basic guidance in September 2006.

Ship operators have ultimate responsibility to establish a compliance culture on their ships. Even the most minor violations of MARPOL are being detected by authorities and violators punished. Fines of millions of dollars can be imposed, both on company management and seafarers. They can also be liable to criminal prosecution and imprisonment for any deliberate violation of MARPOL such as bypassing the oil water separator or falsification of records. In France, Loi Perben extends the concept of individual criminal liability for causing pollution beyond the Master to owners, managers and others. Since March 2004, ships have been intercepted on suspicion of pollution and brought into French ports to face fines and jail sentences, even on questionable evidence. Foreign Masters convicted of unintentional pollution face up to seven years in jail and may be fined up to \$880,000 OR four times the value of the cargo on board. OPA 90, Clean Waters Act CWA, APPS and Allied Laws of USA are being strictly enforced by U.S. authorities on world shipping. U.S. authorities have also found ways and means to enforce antipollution rules in recent years on ships of all flags bound

for USA, for polluting the high seas miles away from their own coasts.

## **Law of Freedom of Contract**

The third pillar on which International maritime law stands is Law of Freedom of Contract. Whether it is under a Charter Party or a Bill of Lading, International maritime trade is carried out on the basis of Freedom of Contract. For example a charterer in one country can charter a foreign flag ship to carry cargo from a third country to a fourth country. Similarly, a foreign national may contract to serve on a Panama Flag ship owned by Greek owners time chartered to British charterers, to ply between Australia and Japan, subject to laws which restrict or prohibit his own actions as national of his country. Up til 1995, Master, Chief Officer and Chief Engineer of a British Ship had to be of British Nationality. Under U.S. laws, Master, officers and crew of a ship flying an American Flag have to be first-born Americans. Therefore, owners of such flag vessels could not contract with seafarers of other nationalities for those ships and positions. In some countries such as Panama, only those holding a Panama Certificate of Competency can command Panama Flag ships.

Similarly, traders are only able to enter into contracts with other nationals subject to their national laws and laws of countries of origin and destination of cargoes. For example, during the Arab Boycott of South Africa under their apartheid regime, no Arab country could contract to supply oil to South Africa. Again for many years, India had no relationship with Portugal and no Indian could enter into a contract to trade with the Portuguese.

## **Legal Personality of a Ship**

Fourth pillar of International maritime law is that a ship has a legal personality of her own in addition to being property of the owner. Under Article 91 of UNCLOS, every State is required to fix conditions for registration and grant of nationality to every marine craft they

recognize as a ship and to give her the right to fly its flag. This way she acquires a legal personality. She can do wrong. Damage caused by her to third parties through collision is a typical example of her own wrong-doing for which she is liable. She has other liabilities. If a ship receives an essential service, the service provider gets a right to exact payment from her if owner fails to pay. She can be arrested and even sold to pay her debts. She also has rights, e.g. to receive freight. But since she has no eyes, ears, hands or brain, the Master personifies her. Master's order may make her liable for damage caused by a collision. Master's signature on a receipt for supply of bunker oil or essential stores or repairs to the ship makes the SHIP liable to pay if owner fails to pay. Obviously, such liability could not exceed value of the ship herself.

This is the mainstay of international trade and commerce. A ship acknowledges receipt of cargo loaded on board. This receipt known as Bill of Lading is contract of carriage and contains terms and conditions under which cargo is carried. It is also a document of title. Holder has a right to the goods and is their owner.

Hague rules 1924 and Hague Visby Rules 1968 regulate conditions printed on the back of Bills of Lading (B/L). Many maritime nations, including most commonwealth countries, have enacted laws which incorporate these rules which are widely known and used by merchants and mariners alike. Under these rules, if unavoidable damage is caused to goods, through marine perils during the voyage, ship and ship-owners are not liable. An American judge defined 'unavoidable' as "something so catastrophic as to triumph over safeguards by which skillful and vigilant seamen usually bring ship and cargo to port in safety."

B/L signed by or under authority of Master means more today for bankers in International trade and commerce who issue Letters of Credit (L/C), under which a B/L is usually essential.





Under Documentary Credit System, billions of dollars worth of L/Cs are issued and honoured by bankers worldwide to make commercial payments to unknown exporters in foreign countries, based on count and description of goods as per B/L. Depending upon terms of the L/C, goods are bought or sold through negotiable B/Ls, even while still on the high seas. The holder can endorse it to the buyer for value received, unless B/L is non-negotiable, i.e not "To Order." It is usually transacted first through the exporter's bank in his country and finally, through the importer's bank in the country of destination. When original B/L reaches the importer's bank, which usually establishes the L/C, it pays to exporter's bank, debits the importer and delivers B/L to him. If importer receives the goods without producing B/L to the ship, he gets the goods free.

Another aspect of this fourth principle is that if a ship causes loss or damage to third parties, it is the ship which is liable as wrongdoer, not the owners. This can be adequately explained by the following case.

The 120,000-ton Suezmax Liberian Flag *TORREY CANYON* was shipwrecked off the west coast of Cornwall on March 18, 1967. Built in USA in 1959,

she was owned by Barracuda Tanker Corporation, a subsidiary of the Union Oil Company of California and chartered to British Petroleum.

She sailed fully loaded with crude from Kuwait on February 19, 1967, enroute to Milford Haven in Wales, UK. On March 18, 1967, she struck Pollard's Rock on Seven Stones Reef between the Cornish mainland and Isles of Scilly. With 32 million gallons of crude oil spilled, it is one of the world's most serious oil spill disasters and left an international legal and environmental legacy that lasted for decades. About 50 miles of French coast and 120 miles of Cornish coast were contaminated. About 15,000 sea birds were killed, along with huge numbers of marine organisms. Total cost of clean up was stated to be \$392 million

Claims were made by the British and French governments against owners of the ship. But owners refused to accept the claims as the ship had caused pollution and under International maritime law the SHIP was liable, NOT owners. They even claimed total loss of their ship from their insurers on the basis that the ship was lost due to the Master's negligence. The British government eventually served its writ four months after the oil spill by arresting the *TORREY CANYON*'s

sister ship, *LAKE PALOURDE*, when she put in for provisions at Singapore. It is not known how the British government could serve such a writ on a sister ship because the ship which earned the lien had already perished and in such a case all maritime liens against her were extinguished and a sister ship could not be arrested. Furthermore the sister ship was in Singapore which was not in their jurisdiction.

The disaster led to many changes in international regulations, such as Civil Liability Convention (CLC) of 1969, which imposed strict liability on ship owners without the need to prove negligence, and the 1973 International Convention for Prevention of Pollution from Ships. Even though with these legislations, ways and means have been found to compensate against oil pollution caused by or from the ship; her legal personality in International maritime law remains unaffected. ☆

*Captain A.K. Bansal is a member of the Company of Master Mariners of India, teaches Master revalidation courses, and though qualified as a Bar-at-Law in India and the UK, does not actively practice law.*

**CASH RAFFLE**

**1<sup>ST</sup> PRIZE \$ 800**

**2<sup>ND</sup> PRIZE \$ 500      3<sup>RD</sup> PRIZE \$ 200**

Winners drawn at CAMM's 2014 Closing Dinner in Mystic. Need not be present to win.  
Raffle tickets were mailed with dues notices in January.  
**Please remit to President Captain R.J. Klein via USPS mail.**  
For more raffle books, please contact Captain Klein: [captklein@mastermariner.org](mailto:captklein@mastermariner.org).

**\$2<sup>00</sup> each - OR - \$20<sup>00</sup> 12/book**

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Sign at Gangway

**Meeting Breaks \$200 per break**

Logo display at coffee/buffet table.



# Membership Application

## The Council of American Master Mariners, Inc.

I, \_\_\_\_\_ (Print Full Name) \_\_\_\_\_, hereby apply for membership in The Council of American Master Mariners, Inc., and attest to my qualifications below.

Birthplace (city, state, country): \_\_\_\_\_ DOB: \_\_\_\_\_

	Home	Business
Address		
City, State, Zip		
Email		

### Present Occupation:

- At Sea: Position: \_\_\_\_\_ Vessel: \_\_\_\_\_ Company: \_\_\_\_\_
- Ashore: Position: \_\_\_\_\_ Vessel: \_\_\_\_\_ Company: \_\_\_\_\_
- Retired: Position: \_\_\_\_\_ Date: \_\_\_\_\_ Company: \_\_\_\_\_
- Cadet: Institute: \_\_\_\_\_ Expected Graduation Date: \_\_\_\_\_

### Present USCG License:

Type:	Limit:	Expiration:
Pilotage Endorsements:	Limits:	

### Original USCG License:

Type:	Date Obtained:
Place/Institution obtained:	

**Membership Type:** All Regular, Special and Pilot members must be U.S. citizens.

- R - Regular:**
- (RU) Unlimited Master Mariner License and commanded vessels over 5,000 GRT on ocean voyages.
  - (RP) Senior or First Class Pilot with minimum of one year experience on vessels 20,000 GRT or more.
- S - Special:**
- (S) Valid USCG Unlimited Master's license and has not commanded a vessel(s) over 5,000 GRT on voyages.
  - (SP) Second or Third Class Pilot on vessels less than 20,000 GRT.
  - (S16) Valid USCG 1600 ton Master's license and commanded a vessel or vessels on voyages.
  - (S5) Valid USCG 500 ton Master's License and commanded vessel or vessels on voyages.
- A - Associate Membership:** I am not a U.S.C.G. licensed Master Mariner or Pilot, but do have the following maritime affiliations:
- Military Equivalent of Master Mariner.
  - Cadet: Student at a Maritime Institute.
  - Maritime Distinction: education, training, research, regulation or government.
  - U.S. water transportation company in an executive, administrative or operational capacity

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

Vessel Served	GRT	Date(s)	Route(s)	R	S

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

Vessel Served	GRT	Route(s) (dock/harbor/sea bouy)	License Issuing Authority	R	S

Please return this application with a copy of your Master or Pilot's license with a \$100 check (\$60 annual dues + \$40 application fee) payable to: The Council of American Master Mariners, Inc. Mail to Liz Clark, CAMM Membership Chair, 3100 N.E. 48th Court, Apt. #214, Lighthouse Point, FL 33064-7159.

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

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Sponsored/Referred by: \_\_\_\_\_



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

# Join forces with America's Master Mariners

*With vessels that are ever larger and more complex, the ability of the Shipmaster to control his/her destiny has seriously eroded.*

*The modern Shipmaster and/or Pilot can find their views and expertise ignored, and in the fast-moving stream of "progress" the voice of a single Master is easily overwhelmed by the tide of change.*

*At best, the outspoken Master may be seen as an individual with a single, albeit experienced, self-serving point of view. The stand-alone, say-what-I-think Master may have the courage of his/her convictions, but he or she is rarely effective.*

## **Busting Membership Myths:**

**MYTH:** CAMM is a retired men's social club.

**TRUTH:** The Columbia River and Baltimore/D.C. Chapters have more active working Masters than retired!

**MYTH:** Only sea-going masters and pilots are members.

**TRUTH:** Masters working inland rivers and lakes are members, too.

**MYTH:** We don't do anything for our members.

**TRUTH:** We have arranged legal counsel and provided expert testimony to get masters released from jail.

**MYTH:** Have to belong to a chapter and attend Chapter Meetings.

**TRUTH:** Most members of CAMM are not affiliated with local Chapters.

**MYTH:** CAMM is part of IOMM&P

**TRUTH:** CAMM is independent of any union; we work with all unions toward common goals.

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

We're all in the same boat (pun intended). CAMM is active today on fronts that include simplifying and rationalizing the credentialing process and the medical evaluation process, and improving marine accident reporting.

## **Works to advance the professional profile of our industry.**

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

## **CAMM builds partnerships**

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

## **Representation at IMO through IFSMA**

CAMM is a member of the International Federation of Ship Masters Associations (IFSMA), which has consultant status at International Maritime Organization (IMO) of the United Nations.

## **CAMM is on your side**

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

## **CAMM supports maritime education**

Local CAMM Chapters support maritime education through local maritime high schools, Sea Scouts, and cadets at maritime academies.

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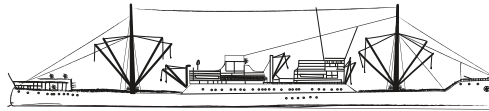
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