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Sidelights

April 2016

Vol. 46, Nº 2

Published by the Council of American Master Mariners, Inc.

The Big U May Sail Again

Crystal Cruise Lines to save the SS United States



Bullying?

Losing our Sea Legs

Life as Master aboard Missionary Ship

Mission Statement

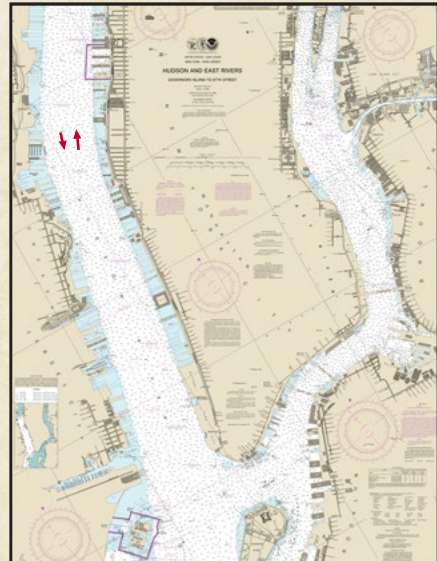
www.mastermariner.org

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.

On the Cover



PHOTO: COURTESY NEW YORK CITY MUNICIPAL ARCHIVES



GRAPHIC: NOAA CHART 12335

April 7, 1963 Passenger Liners *SS AMERICA* (foreground) and *SS UNITED STATES* pass each other on the Hudson River with Midtown Manhattan in the background. The Big U is inbound, heading North. The ships are adjacent to Piers 64 to 72. The tall building seen at the bow of the *America* is the Metropolitan Life Tower – it looks bigger than the Empire State Building because it is on Rose Hill. In 1962 U.S. Lines ships docked at Pier 86, currently home to the Intrepid Sea Air Space Museum. Arrows on chart mark the location of the ships.

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

Meetings dates and locations vary.

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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

Gulf Coast Region

MOBILE BAY

Captain Jerome "Rusty" Kilgore, President

251-490-2741

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

Mailing Address: 6208 Peir Ave.
Fairhope, AL 36532

NEW ORLEANS

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504-394-6866
caphiggins@mastermariner.org

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month, except July and August. Port Ministry
Center of the Global Maritime Ministries,
3635 Tchoupitoulas Street, New Orleans, LA.

Mailing Address: 8112 Ferrara Drive
Harahan, LA 70123

HOUSTON

Captain Michael J. Mc Cright, President

captmccright@mastermariner.org

Meetings monthly, September - April. Check
website for dates. 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 3rd Thursday of the
month, except July and August. Galluppi,
Pompano Beach Country Club, 1103 N. Federal
Hiway, Pompano Beach, FL.

TAMPA BAY

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727-784-7595
capholden@mastermariner.org

Meetings at 1130 on the 2nd Tuesday of each
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Columbia Restaurant, 7th Ave. & 22nd St.

Mailing Address: 50 Baywood Ct,
Palm Harbor, FL 34683

North Pacific Region

SEATTLE / PACIFIC NORTHWEST

Captain Richard Klein, President

425-746-6475
captklein@mastermariner.org

Meetings at 1130 on the 2nd Thursday of
each month, McCormick & Schmidt's South
Lake Union.

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 2nd Friday of
each month. Jantzen Beach Bar and Grill, 909
N Hayden Island Drive, Portland, OR.

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 2nd 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 at 11:30, 1st Tuesday of each month,
The Nantucket, 501 Port St., Crockett, CA.

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



Dedicated to supporting and strengthening the American Merchant Marine

Venue & Accommodations

Marriott Portland City Center
520 SW Broadway
Portland, OR 97505



\$165/night + taxes, standard room; valid April 17-26, 2016 when booked no later than March 23, 2016. To book at CAMM's group rate, please follow link from CAMM's website.

Wednesday, April 20

Golf Outing
Welcome Reception

Thursday, April 21

Professional Development Conference
Featured Speakers

Guest Scenic Tour with lunch at Multnomah Falls
Dinner Cruise: Portland Spirit

Friday, April 22

General Business Meeting
Guests: City of Portland, Pittock Mansion & lunch
Closing Dinner
Keynote Speaker

Event Chairperson

Captain Dan Jordan
captjordan@mastermariner.org

Sponsors

Sponsorships Available
Corporate booth displays, daily and individual sponsorships are available at different levels and posted on page 8 and the event website.

Maintaining a Viable American

CAMM Annual General Meeting and Professional Development Conference

April 20-22, 2016 ☆ Portland, Oregon, USA

Hosted by the Columbia River CAMM Chapter

Professional Development Conference

Thursday, April 21, 2016

Industry Speakers with Q&A Sessions
Evening Dinner Cruise aboard the PORTLAND SPIRIT
Boarding: 1830 hrs
Cruising: 1900-2130 hrs



General Business Meeting

Friday, April 22, 2016



Council Business
Views & Positions Discussions
Target Positions

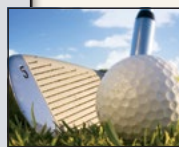
Closing Dinner

Friday, April 22, 2016

Keynote Speaker
Lalonde 'Spirit of the Seas' Award
Introduction of 2016-18 National Officers
Cash Raffle Drawing
Recognitions



Pre-meeting Golf Outing



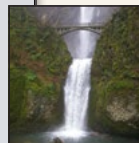
Eastmoreland Golf Course

Wed., April 20, 2016
1000 hrs

\$60 Registration Fee includes:
Golf, cart, and lunch

Register via the CAMM meeting registration form

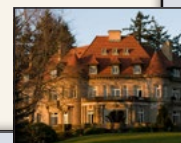
Guest Tours



Multnomah Falls and Scenic Columbia River Driving Tour
Thurs., April 21, 2016

Pittock Mansion with Lunch
Friday, April 22, 2016

Register via the CAMM meeting registration form



www.mastermariner.org/2016pdc-agm

Merchant Marine in the 21st Century

Featured Speakers

Opening Remarks by Captain Daniel J. Travers



Commander, Sector Columbia River

Headquartered in Warrenton, Oregon, at the mouth of the Columbia River, the Sector spans the southern half of Washington, all of Oregon and most of Idaho and includes 465 miles of navigable rivers, 420 miles of coastline, 33 ports and 12 river bars. He leads nine sub-units with 1,050 active duty, civilian, reserve and auxiliary personnel.



Captain Donald J. Marcus



International President, IOMM&P #3110-RU

Captain Marcus was elected President of the International Organization of Masters, Mates & Pilots (MM&P) in January 2013. During his seagoing career he sailed in all licensed deck officer capacities, from Third Mate to Master, aboard U.S.-flag ships in international trade.

Captain Marcus is a staunch advocate for the American Merchant Marine and America's working families.



Captain David C. Gommo



Port Captain West,
U.S. Navy Military Sealift Command

Captain Gommo graduated from SUNY Maritime College in 1990 and worked his way through the ranks with MSC to become Master in 2006. He served on a wide variety of MSC ships and was selected to be the plankowner

Master on the newest expeditionary fast transport, USNS YUMA (T-EPF 8), expected delivery in January 2017.



Captain Marc Bayer



Senior Director, Shipping Operations
Tesoro Maritime Company, #2774-RU

Captain Bayer is responsible for the day to day marine operations, marine assurance, and loss control for Tesoro. He began his career as a deck officer on supply boats and anchor handling tugs. He sailed as a deck officer in all ranks on

tankers and spent the final three years of his career at sea as Master on OBOs before coming ashore with BP in 1992.



Ms. Crescent Moegling



Northwest Navigation Manager,
NOAA Office of Coast Survey

Ms. Moegling's career began as a field hydrographer aboard the NOAA Ship WHITING. She managed hydrographic survey contracts and data archives at headquarters, then led a team of physical scientists at the Pacific Hydrographic

Branch. Her expertise in all aspects of nautical chartings brings a unique technical perspective to the Northwest and Pacific Islands.



Mr. Michael J. Rodriguez



Professional Development Conference

Deputy Administrator, MARAD, #3101-A

Coming to MARAD most recently from the National Maritime Intelligence-Integration Office, Mr. Rodriguez brings 36 years of public and private maritime industry experience to MARAD. A 1979 USMMA graduate, he sailed for 17 years as a deck officer before serving shoreside at MM&P and as professional staff for the U.S. House Subcommittee on Coast Guard and Maritime Transportation.



Captain Michael Murphy



National VP, Government Relations
American Maritime Officers Union #3092-RU

A graduate of Cal Maritime, Captain Murphy served 22 years in the U.S. Navy (Ret., Capt.). He then commanded five ships for Maersk Lines over 16 years. He now works closely with many government agencies that regulate the maritime industry, represents AMO in meetings with members of Congress and is Chairman of the Maritime Safety Committee, ITF, in London.



Mr. John Parrott



Chief Operating Officer, Foss Maritime

Mr. Parrott joined the Foss executive team as Chief Operating Officer (COO) in December 2015, shifting from sister company, TOTE Maritime Alaska, where he served as President for sixteen years. He is responsible for overseeing key operating divisions, developing and delivering on strategic plans, and optimizing day-to-day operations through implementation of best practices throughout the organization.



Captain Oscar E. Prada



Marine Superintendent, U.S. Flag & Lightering Fleet, Chevron Shipping

Captain Prada assumed his position in February of 2013, after sailing 23 years with Chevron. He oversees daily operations for a fleet of predominantly Jones Act Trade U.S. vessels and two dynamic position capable PAL (Pacific Area Lightering) vessels that support the transport of crude oil from VLCCs (Very Large Crude Carriers) to Chevron's refineries.



Captain Dr. John A. C. Cartner *



International Maritime Lawyer, Author, #2574-RU

Captain Cartner is well-versed in International maritime law and his current MaritimeTV series, *Conversations with Cartner*, addresses current maritime issues. *Captain Cartner will speak during the AGM portion on Friday on prosecutorial overreach and deck stacking and vague laws, the use of obsolete or archaic laws and the liabilities and constraints on the shipmaster and the extralegal system.

Thank You to CAMM's AGM & PDC Sponsors

Contributors:

Captain Tim Brown #1494-R
Captain Kenneth "Kip" Carlson #2052-RU
Captain Donald Garrido #3381-RU
RADM Paul L. Krinsky #1931-H
Captain Andrew Triandafilou #2025-RU
Captain Larry Worters #612-L

Breaks:



Staff Captain Level:



Captain's Level:



Commodore:





The Council of American Master Mariners, Inc.

Registration Form

2016 Professional Development Conference & Annual General Meeting

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., April 20			Thurs., April 21			Fri., April 22		
	Golf Outing Includes green fees, cart & lunch: \$60 / person	Welcome Reception No Charge	Development Conf. \$75 / person	Guests: Scenic Tour lunch at Multnomah Falls \$50/person	Dinner Cruise on PORTLAND SPIRIT \$60 / person	General Meeting \$75 / person	Guests: City of Portland, Pittock Mansion & lunch \$50/person	Closing Dinner \$75 / person (please circle choice)	Totals
Primary Attendee								Wild Salmon Filet Mignon	
Guests								Wild Salmon Filet Mignon	
								Wild Salmon Filet Mignon	
Grand Total Due									

Please check all that apply:

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

Please return this form with check payable to "CAMM" **no later than March 20, 2016 to:**

Captain Manny Aschemeyer
 CAMM Annual General Meeting
 30623 Chihuahua Valley Rd
 Warner Springs, CA 92086-9220

*Registration and payments may also be made online at www.mastermariner.org/2016pdc-agm

In This Issue



ON THE COVER

SS UNITED STATES and *SS AMERICA*, April 7, 1963, on the Hudson River in Manhattan. Photo courtesy of New York City Municipal Archives.

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sidelights@mastermariner.org

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TO SUBMIT MATERIAL

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

PUBLICATION DEADLINES

Issue	Submission	Release
February	Jan. 10	Feb. 15
April	March 1	April 1
June	May 1	June 1
October	Sept. 1	Oct. 1
December	Nov. 1	Dec. 1

View From the Bridge

9

President Captain R.J. Klein challenges the membership to be a viable Council in the 21st century, continuing the theme of CAMM's 2016 AGM: Maintaining a Viable American Merchant Marine in the 21st Century.



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

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Winner drawn April 22, 2016 at the AGM Closing Dinner in Portland, Oregon.

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

30623 Chihuahua Valley Rd, Warner Springs, CA 92086-9220



Sponsorships Available for 2016 C.A.M.M. AGM in Portland, Oregon

Commodore Level - \$2000

- 6-ft space for promotional table and display
- 4 tickets to closing dinner with dinner name card
- Priority logo placements

Captain Level - \$1000

- 6-ft space for promotional table and display
- 2 tickets to closing dinner

Staff Captain Level - \$500

- Logo recognition

Contributor Level - \$100

- Name recognition

Recognition of Sponsors

Logos and recognition will be displayed at all event promotions to best show the sponsor's participation. Logo/recognition will be displayed in *Sidelights*, on the C.A.M.M. website, event programs, any advertising brochures/flyers and at the sponsored events.

Please see website for further details.

Welcome Kit Items

Any company or individual wishing to donate an item for the welcome kit will be given recognition during the event.

Closing Dinner Table- \$750

- 4 tickets to closing dinner with logo namecard on centerpiece

PDC Evening Social - \$500

- Logo/Banner display at event
- 2 tickets to event

Hospitality Suite- \$500/night

- Logo/Banner displayed in suite
- Logo Recognitions
- All 3 nights for \$1000

Meeting Breaks- \$200/break

- Namecard & logo at sponsored set-up
- Name recognition



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

MAINTAINING A VIABLE COUNCIL IN THE 21ST CENTURY

As we move into the 21st Century it is a good time to consider CAMM's future and how to maintain CAMM

By definition we will always be a small group, but the wealth of knowledge and experience contained within our organization makes us a unique society.

The question facing CAMM, and indeed all volunteer organizations, is soliciting and then maintaining an active membership. It is recognized that people join organizations for a variety of reasons. Many join for the camaraderie of those who have had the same or similar experiences; some wish to belong to a professional group within their industry and others because they believe in the mission of the organization. A few wish to add the organization's name to their resume.

Today, social media has captured the attention of those under forty (and some older??). Many of them do not feel the need nor have the desire to join an organization or club which holds physical meetings – they would rather interact online. This poses a real problem for all volunteer organizations, including CAMM. In order to function as a credible entity, associations need people to perform the physical tasks needed to sustain the workings of the group. This includes collecting dues, paying bills, publishing the house organ, appointing committees, monitoring the website,

as a viable organization.

maintaining the data base of members, and overseeing the election of officers.

While much of the work can and is conducted using computers and communicating online, reaching an agreement to establish how an organization can best achieve its mission is often best accomplished within a structured physical meeting. Adding a smiling emoji at the end of a criticizing comment is not the same as being in a room with the person and reading their body language and smiling face while they are making the remark.

CAMM has been fortunate that dedicated members have assumed the conn and maintained a course that has resulted in CAMM being a viable organization for nearly 80 years. However, if the same people continually serve they will burn out leaving CAMM without experienced leadership. We know that fatigue is often the root cause of maritime casualties and we do not want CAMM to become a casualty due to overworking our officers.

What can our members do to help? The obvious would be running for a National or Chapter Office. But there is much more that needs to be done that would only take a little of your time. Consider serving on a committee (check the By-Laws for committees and their function) Consider submitting an article or writing a letter to the editor

for publication in *Sidelights*. Volunteer to help organize the PDC and AGM when it comes to your area – since this event is rotated around the country, it only comes to your area once every four or five years. Find an advertiser for *Sidelights* or put the ad manager and/or editor in touch with a contact that may be willing to advertise in *Sidelights*. If you have the skills you could help maintain the website. Attend the annual meeting to make your ideas known and to see how CAMM works. You can join CAMM's ship for an ocean voyage, a coastwise or as a night mate – all are needed to make the ship run smoothly.

Seventy-eight years ago, during an Executive Committee meeting of the Council, the Secretary/Treasurer wrote: "It was emphasized that the Council can never have a mass sufficient to exert any leverage but that it must be attained by the high character and reputation of those who compose the Council." This continues to be true today. The challenge for all CAMM members is to insure that we continue function as a viable organization.

Captain R.J. Klein

SECRETARY - TREASURER



Captain
Manny Aschemeyer
CAMM National
Secretary-Treasurer
#1548-R

Greetings, CAMM Shipmates

You should have already received a mailing from CAMM with a packet of information concerning the upcoming AGM & PDC. The two most important

pieces included in the mailing are:

1) Your bal-

lot (blue). Your vote will ONLY count when the ballot is mailed to the PO Box in Portland as instructed on the face of the card.

2) A proxy card (yellow). This should only be filled out if you are not attending the AGM. It is important that you follow the instructions on this card and designate *only one person* to vote for you. If you check more than one box your proxy vote will not count. The proxy allows you to assign your vote to a person of your choosing who will be attending the AGM. They will cast your vote on any items or motions requiring a floor vote.

The other items are self explanatory. The pre-addressed return envelope is only for payment of dues and AGM/PDC registration and sponsorships. The ballot must be mailed to Portland. Your CAMM Membership Card for 2016 is enclosed (trusting that those who still owe dues for 2016 will pay). If you made your 2016 dues payment after February 15, please disregard the dues reminder notice.

Dues Report

The response to our annual dues, sent last November, has been somewhat sluggish. We had hoped for a better return given that our dues is very reasonable for

a national professional organization. The reality is that as of early March, 70% of our members have paid. Unfortunately, the total outstanding amount owed by the 30% who have yet to pay is greater than the income generated by those who have paid on time. That is because most of those who continue to procrastinate are in arrears for two or three years. You can readily see how important it is to make your dues payments *on time* and *in full* to help us maintain CAMM's annual budget in a realistic and responsible way. We definitely need your help and cooperation to achieve that goal.

Constitution and By-laws

You should have had time to read all the information you received in the general mailing, which described and explained the various recommended changes to CAMM's Constitution and By-Laws. The intent of the proposed changes is to better define our membership, particularly the Associate Membership category.

The changes will allow all Deck Officers having an unlimited tonnage certificate to join as an Associate Member. The changes will also allow any deck cadet/midshipman to join CAMM at a reduced fee. This will help make deck officers and future deck officers aware of CAMM early in their careers and have them in the fold prior to becoming Masters. For those concerned

that these changes could water down the prestige of the organization, there is no change as to the percentage of associate members allowed. It remains the same as it has been for over 20 years. For edification Associate Members are currently 6% of the membership. Additionally, the combination of Regular, Special and Life Members – all of whom currently possess a USCG Master's Licensed/Certificate (limited and unlimited) – makes 91% of the membership American Master Mariners, a healthy majority.

These changes will help assure that CAMM has a pool of prospective new members enabling us to keep our organization growing and succeeding well into the future while maintaining the integrity and reputation of our name, The Council of American Master Mariners. Therefore, if you have not already voted, we encourage a yes vote on all proposed changes.

Membership

We again encouraging all CAMM members to *please bring in one new member* this year! If that were to happen, the math is easy, we would double our membership immediately. So reach out to those you know who are sailing as Masters, or who are working ashore as a maritime professional and get them signed up with CAMM!

Financial report

I will be presenting a detailed financial report at the AGM in Portland for the first half of FY 2016 (covering 1 October 2015 through 30 March 2016). Any CAMM member wanting to see a detailed financial report can contact me by email or phone, and one will be sent to you. To date, all bills have been paid, and we have money in the bank.

In reviewing the books, CAMM may have a deficit in the overall budget for FY 2016. Accordingly, I will be recommending a \$15 dues increase (from \$60 to \$75 per year) at the upcoming AGM. I expect it will be supported in good faith by the members. It has been at least 25 years since there has been an increase in dues and we need to address the increased costs of doing business.

We have switched banks, from Schwab to Wells Fargo. We expect to have better service and performance in handling our banking needs and financial activities for

the future. Wells Fargo was chosen as it best fits our banking needs nationally.

2016 AGM/PDC in Portland, Oregon

Finally, I want to again encourage you to attend the upcoming 2016 Annual General Meeting (AGM) and Professional Development Conference (PDC) that is scheduled to be held in Portland, Oregon, on April 20-22. Details were sent to you in the last mailing and up-to-date information is on pages 4-5 of this issue of *Sidelights*. Bring your spouse and/or a guest with you.

Hope to see you there! Thanks for your time and interest, and as always I appreciate your continued support for CAMM. So until next time, Smooth Sailin'.

Captain Manfred "Manny" Aschemeyer

CAMM Swag for Sale



\$20 Includes a 4GB USB drive, set of 4 coasters, and pen

Contact Captain Manny Aschemeyer to place your order.
Price includes tax, shipping and handling.

Membership

Welcome Aboard!

You now have all the benefits of CAMM membership!

- 3397-RU Captain **Evan B. Barbis** of Morro Bay, Calif.
Master, *MAERSK DENVER*
Sponsored by Captain Manny Aschemeyer #1548-RU
- 3398-S Captain **Philip L. Munsch** of Livingston, Texas
Master, *OSV BETTY PFANKUCH*
Sponsored by Captain Manny Aschemeyer #1548-RU

Upgraded License Status Congratulations on your new Command!

- 2660-RU Captain **James T. "Tom" Dyer** of San Diego, Calif.
Master, *M/V LOGOS HOPE*
- 3330-RU Captain **Scott L. Kreger** of Pine Valley, Calif.
Master, *USNS BENAVIDEZ*
- 3361-RU Captain **Christopher A. Gillard** of Melbourne Beach, Fla.
Relief Master, *M/V CAPE WASHINGTON*

Reinstated Members Welcome Back!

- 1657-RU Captain **Elwood Collamore** of Seminole, Fla.
Ret., *COLUMBIA RIVER BAR PILOT*
- 1705-RU Captain **Gerard (Jerry) Hasselbach** of Lutz, Fla.
MITAGS Simulator Instructor

The Council of American Master Mariners, Inc.



New Lifetime Members

Thank you for your many years of support!

- 677-L(RU) Captain **Warren Leback** of Skillman, New Jersey
58 years as CAMM member; (age 93)
former Maritime Administrator
- 434-L(RU) Captain **John S. Tucker** of Waterford, Maine
51 years as a CAMM member (age 90)
- 1220-L(RU) Captain **William M. Breese** of Miami, Fla.
44 years as CAMM member; (age 75)
- 1512-L(RU) Captain **George Clark** of The Villages, Fla.
41 years as CAMM member; (age 71)
- 1503-L(RU) Captain **Dennis P. Schroeder** of New Fairfield, CT.
37 years as CAMM member; (age 72)
- 2000-L(RP) Captain **John M. Baldry** of Olympia, Wash.
34 years as CAMM member; (age 74)

Triple our Membership Drive

Sponsor 3 approved new members and be eligible to earn a free year's membership dues! Ask your Chapter President for more details. Membership applications are available online at www.mastermariner.org. Please remember applicants must include a copy of their current U.S.C.G. License for timely processing.

Council Reports

1st VP Report: Government & Public Relations

Captain Joe Hartnett, #2193-RU

Congratulations to NASA Astronaut Scott Kelly who recently returned from the International Space Station after nearly one year in space. Scott is a 1987 SUNY Maritime College graduate and will be recognized at the college for his phenomenal achievement during the Admiral Scholarship Dinner on May 6, 2016.

U.S. Transportation Secretary Anthony Fox has awarded contracts worth \$1.96 billion over eight years to seven U.S. maritime firms to manage, maintain and operate 48 National Defense Reserve Fleet (NDRF) vessels through January, 2024.

Maritime Administrator Chip Jaenichen recently presented a draft of the National Maritime Strategy (NMS) to maritime stakeholders in Washington, D.C. This future plan for the maritime industry has been through several iterations over the past two years. MARAD expects to present the plan to the public for their comments in The Federal Register in the near future.

U.S. maritime academies are seeking funding to commence construction of National Security Multi-Mission Vessels (NSMVs) to replace their aging training ships. The current vessels range in age from 35 to 52 years. I recommend CAMM members contact their local members of Congress and ask for their support of NSMV funding for FY2017.



PHOTO: NASA

Astronauts Scott and Mark Kelly. Scott is a 1987 SUNY Maritime College graduate and Mark is a 1986 graduate of the U.S. Merchant Marine Academy. Scott and Mark have great qualifications and had the drive to become astronauts – which speaks well for maritime training.

The USCG has recently issued a Maritime Cyber Bulletin which explains the different email methods which are used by cyber criminals. You can find the bulletin on Coast Guard Homeport. International Shipping Associations have also published a set of cyber guidelines to help the global shipping industry prevent a shipboard cyber incident.

Members of CAMM will be participating in the annual Maritime Industry Congressional Sail-In. Anyone interested in participating should contact Captain Hartnett for details.

National Maritime Day will be celebrated at the Department of

Transportation in Washington, D.C. on Monday, May 23, 2016.

2nd VP Report: Pilot Relations

Captain Dan Jordan, #2698-RP

Report not available.

North Atlantic VP Report

Captain Frank Zabrocky, #1964-RU

See Captain Zabrocky's article about the ICS and ITF latest release: *Guidance on Eliminating Shipboard Harassment and Bullying* on page 17.

New York Metro

Captain George Sandberg, #1919-RU

Chapter President

Report not available.

Baltimore / Washington, D.C.

Captain Joe Hartnett, #2193-RU

Chapter President

Our chapter meets at noon on the 2nd Thursday of each month. We currently meet at the Pilot Maritime Center in Baltimore, however, we are seeking an alternate location.

Chapter members are reminded to remit their annual chapter dues to Captain Yearwood. National members who reside in the DELMARVA area are encouraged to join our chapter.

We recently learned that the Maritime Industries Academy (High School) in Baltimore is scheduled to close. Fortunately, some of the maritime industry programs are scheduled to continue at the New Era Academy in Baltimore. Our chapter will continue to support the program as needed to provide opportunities to high school students in Baltimore.

Members of our chapter participated in the Maritime Security 2016 East conference and workshops in Norfolk, Virginia

We would like to welcome Captain John C. Traut #2807-RP who recently renewed his expired membership with CAMM.

South Atlantic VP Report

Captain Tim Brown, #1494-RU

Report not available.

Port Everglades / Miami

Captain Paul Coan, #3021-RU

Chapter President

The Miami/Port Everglades Chapter is having its monthly meetings on the third Thursday of the month at Galuppi's in Pompano Beach.

Tampa Bay

Captain Ron Meiczinger, #1747-RU
Chapter Secretary

The January 12th, 2016 luncheon meeting of the CAMM Tampa Bay Chapter was called to order by Chapter President Captain Robert Holden. Seven members were in attendance.

The annual Spring brunch with the ladies will be Saturday April 2nd at 1030 hours at the Lucky Dill in Palm Harbor. Cost for members is the usual \$17.00. The ladies will be guests of the Chapter.

We are sad to report chapter member Captain Robert F. Park Cross'd the Final Bar on December 14th, 2015 at the Baldomero Lopez Veterans Nursing Home in Land-O-Lakes, Florida. He was 90 years of age. He began his sea-going career during WWII and later sailed for Delta Lines and then sailed as a Tampa Bay Pilot for 28 years.

The February 9th, 2016, luncheon meeting was called to order by Chapter Vice President (Shore) Captain Michael Michelson. Eleven members were in attendance to hear guest speaker Major Steven McLeary, U.S. Air Force (Retired), who is now the Executive Director Special Operations Warrior Foundation.

The Foundation had its beginning in 1980 after eight Special Operations team members were killed as the result of a helicopter collision in Iran. Their mission was to rescue hostages taken during the attack on the United States Embassy in Tehran.

The eight warriors left behind seven-teen children. Their team members set up a fund to care for the needs of these children.

Today the Special Operations Warrior Foundation provides for a full college education to the children of those lost in combat. They also provide tutoring if needed. There are currently 143 students enrolled in college under this program. All students receive full financial assistance toward a 4-year college degree and will graduate debt free.

Thirty-one Special Operations warriors died in the line of duty in 2015. They left behind 48 children, including

two children born after their fathers died. Special Operations Warrior Foundation has made a solemn pledge to ensure a college education for all of them.

The foundation also provides assistance to servicemen wounded in combat.

Charity Navigator has awarded Special Operations Warrior Foundation a tenth consecutive four-star rating, placing them in the top 1% of all charities they rate.

Checks totaling \$600 were presented to Major McLeary to help this worthwhile charity carry on with their mission.

Gulf VP Report

Captain Michael Mc Cright, #2753-S

Report not available.

Mobile Bay

Captain Jerome "Rusty" Kilgore

Chapter President

Report not available.

New Orleans

Chief Engineer Horace George, #3223-A

Chapter Secretary

Captain Ed Higgins opened the February 18, 2016, meeting and welcomed the eight members and guests in attendance. New Business: After discussion, a motion was M/S/A to send Horace George to the AGM in Portland representing the Chapter, since President Higgins will be involved in a heavy work schedule with Higgins Marine Services. The members unanimously carried a vote to hold elections at the May meeting of the New Orleans Chapter to elect the President and the Secretary/Treasurer for a one-year term.

Registration sheets were distributed to all hands for the American Merchant Marine Veterans 30th Annual National Convention Dinner at the Airport Hilton Hotel on March 31st. All were encouraged to attend and support this organization. Our guest, Mr. Dwayne Boudreaux, ITF representative, was unable to give a full presentation and will return at the March meeting to discuss his work on the waterfront with the various crews

and ship operators in ports world wide.

There was also a continuing discussion of the *EL FARO* disaster and ongoing investigation.

Houston

Captain Michael Mc Cright, #2753-S

Chapter President

Report not available.

South Pacific VP Report

Captain Klaus "Nick" Niemi, #2167-RU

Chapter President

In a 2015 discussion at USCG headquarters in the San Francisco Bay Area, they proposed and suggested a change to the current traffic lanes approaching the arrival buoy at San Francisco. The discussion was focused on how to best accommodate migrating whales, possible drilling for oil, and allow more time for changeover of HFO on diesel ships. To date, no there have been no changes or concrete recommendations.

In 1975, Oil Leases 47, 48, 49, and 50 were sold to the oil companies that bid the highest. These leases were all located in the Gulf of the Farallons and within 30 miles of the Golden Gate. In 1976, Captain Chick Gedney, representing the Council of American Master Mariners, and Phil Steinberg, the president of Pacific Merchant Shipping Association, representing the ship owners, met with Vice Admiral Gracey, then U.S. Coast Guard Commander, to lay out new traffic lanes. Their meetings resulted in a recommendation for traffic lanes two miles wide with a two-mile buffer zone inbetween to be used in areas open to drilling.

The oil drilling proposal for the Gulf of the Farallons was canceled in 1977. In 1996, the entire seacoast of California became a National Sea Shore protected area, which effectively stopped attempts to obtain oil from this area.

U.S.-produced oil moving between ports in the United States would be beneficial to our maritime industry. By promoting drilling in the U.S. and its coastal waters we could create jobs for

Continued on next page >>>

Council >>>Continued from page 13
crews of U.S. flag ships to carry oil from production areas to refineries. Likewise, U.S. flagged ships would be needed to carry the finished oil products to other U.S. ports for distribution to consumers. More captains and crews would be needed for oil drilling rigs, the supply boats, and other attending vessels.

Los Angeles / Long Beach

Captain Dave Boatner, #2162-RU
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 "Nick" Niem, #2167-RU
Chapter President

Please refer to South Pacific VP report.

North Pacific VP Report

Captain Cal Hunziker, #2457-RU

As you are all aware, the 2016 AGA/PDC will be held in Portland April 20-22. Planning is done, guest speakers have been invited, and Captain Dan Jordon has promised us a great time in the "Rose City". I hope to see many of you there.

On a professional side, one of the world's largest container ships (18,000 TEU), the *BENJAMIN FRANKLIN*, visited three ports on the West Coast, Oakland,

Long Beach and finally Seattle, arriving here on February 29th. These port visits were supposed to be a recon trip, see if the ports were able to accommodate these large vessels, and to show the ports what improvements they would have to make in order for vessels of this class to call on the West Coast. All three ports must have done a great job showing CMA CGM that they were already geared up to handle these vessels. When the *BEN FRANKLIN* arrived in Seattle on the 29th, the official word was that after her departure she would return to the Far East and resume the Asia to Europe run. Hold the press!! The following Friday, it was announced that the *BEN FRANKLIN* and six of her sister ships would immediately begin the Asia to U. S. West Coast run.

While this is great news for the ports, the pilots, and the tug companies, it can

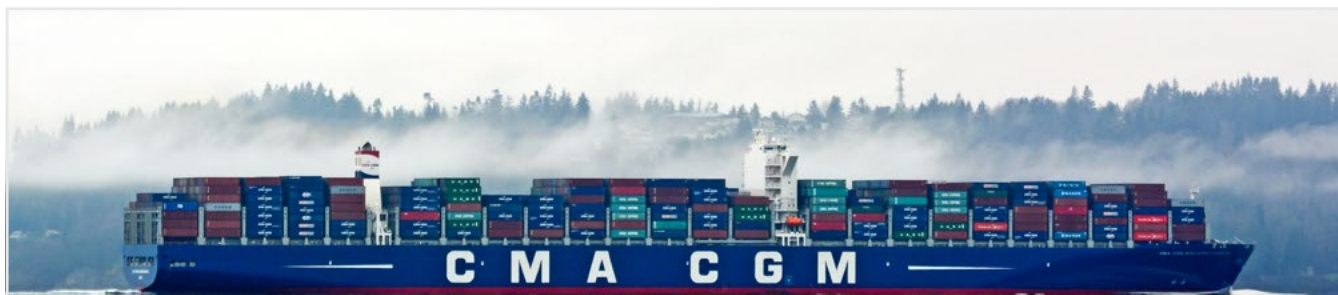


PHOTO: DOUG SUBCLEFF

CMA CGM Benjamin Franklin March 1st, early morning, as it was passing by Edmonds, Washington, heading outbound to China. Puget Sound Pilot Captain Ed Marmol #3065-RP was part of the pilot team in and out of the Port of Seattle.

Piloting the *BENJAMIN FRANKLIN* into Seattle

by Captain Ed Marmol, #3065-RP

We had three pilots inbound from the pilot station at Port Angeles and two pilots outbound from Seattle.

We ran this like a Blair Waterway job in Tacoma where the ships have gotten so large that a single person simply cannot see all parts of the ship quick enough to manage the safe conduct down a narrow congested waterway. During waterway transits of the largest vessels, typically each pilot takes one bridge wing. The lead pilot has the conn, the second pilot acts as a second set of eyes opposite him, and handles any external radio calls and anything else that might distract the pilot with the conn. The conning pilot is talking directly to the two, or three, or in this case four tugs assisting the ship.

I was the second pilot for both the inbound and outbound transits of Seattle's East Waterway. For the inbound transit I boarded at Port Angeles to get set-up for the additional tasks on this job of documenting the transit for Puget Sound Pilots and the public with time-lapse video (YouTube: "CMA CGM Benjamin Franklin 2/29/16"), still photos, etc. For the outbound transit I disembarked via tug in Elliott Bay.

The 3rd pilot on the inbound transit's sole purpose was to run interference between the lead pilot and the various CMA CGM and Port of Seattle VIPs who boarded in Elliott Bay via tug on arrival in the harbor for the rest of the transit. The lead pilot was then free to drive the ship and work the tugs without any distractions from VIPs. ☆



also be a problem. Due to the size of the vessels and their carrying capacity, they will be replacing almost two 11,000 TEU vessels for every ULCS that are now calling in the ports. This equates to fewer jobs for the pilots and tugs, which impacts some of our members. I though, will continue to look on the bright side for the future. Remember back when Malcom McLean brought out the first container ships, word on the waterfront was that they would reduce the number of vessels needed and therefore impact jobs as well.

I'm off this week to attend the Seattle Chapter monthly meeting. We've been promised a great meal and an interesting speaker.

See you next month in Portland.

Columbia River

*Captain Bill Good, #1924-RU
Chapter Secretary*

Report not available.

Seattle / PNW

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

Our first meeting of the year was held on January 14th. A total of 15 attended the luncheon at McCormick & Schmick's Lake Union restaurant. Among the guests today was Captain Bill Westrom, a 1989 graduate of CMA, who is currently assigned as master on the *APL CHINA*. Seattle Chapter President, Captain RJ Klein, introduced former CAMM National President, Captain Cal Hunziker, who spoke about the 2016

IFSMA Annual General Assembly to be held May 25-26 in Istanbul, Turkey.

Our guest speaker was Captain Greg Faust, Director of Marine Operations for Washington State Ferries. Captain Faust spoke at length about their current deck officer shortage and the ferry system's plan to remedy that. One immediate step will be his trip to the California Maritime Academy job fair in February. He also spoke about the budget consid-



PHOTO: DOUG SUBCLEFF

Mrs. Jean Cox, General Manager of Cruise Terminals of America, addresses Seattle chapter members during their annual "Women in the Maritime Industry" luncheon.

erations for the ferry system, which is the largest in the country with 24 vessels, and is part of the Washington State Department of Transportation. A lively Q&A session followed, that included a question about why ferries are running with minimum manning, sometimes being delayed because a crewmember calls in sick or is late to work. Regarding the employment situation, Captain Faust was encouraged by our group to expand their recruiting net out to all of the maritime academies including the USMMA as some of these cadets might actually be living here in the Puget Sound area.

A total of 21 attended our annual luncheon in February to honor "Women in the Maritime Industry". The event

features extra raffle prizes, flowers and chocolates. Our special guest speaker, Mrs. Jean Cox, is the General Manager of Cruise Terminals of America. This cruise terminal operator in Seattle currently leases and operates the cruise terminals at Pier 66 and Pier 91. Mrs. Cox spoke about her career path that included working in public relations and as a purser for Admiral Cruise Lines in San Francisco, where she first met her husband, Captain Jack Cox. Prior to joining Cruise Terminals of America in 2000, she had worked five years as the Terminal Manager at Seattle's Pier 48 for Victoria Cruise Lines. In the last 15 years, the number of large cruise ships calling on Seattle has increased from 36 in Year 2000 to an estimated 203 for 2016. Jean also gave us a behind the scenes description

of what goes on when a large cruise ship docks in Seattle. Those thousands of passengers departing and arriving require a lot of coordination by security, longshore, ticketing, hospitality, hotel services, etc. to make this all happen safely and efficiently. Mrs. Jean Cox was applauded for her amazing work to get this done!

Our next meeting on Thursday, March 10th will feature our own Seattle Chapter Vice President, Captain Chuck Lund, giving a presentation on the topic: The Evolution of the Container Ship. This luncheon meeting will be held at our usual location: McCormick & Schmick's Lake Union restaurant. ☆

Letters to the Editor

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

A Peek at CAMM History

The following information was recorded in the minutes of the Council's 1938 December meeting:

"Committee on Useless Gadgets reported progress in a survey of whole shipping situations."

"Master Mariners and Marine Marriages discussed by many. No conclusions."

Meet your CAMM Officers



Captain Frank Zabrocky

North Atlantic Vice President, #1964-RU

I was recruited out of high school to play football at Kings Point. Four years later we racked up the best record in the school's history. During the last quarter finals of my senior year, I came down with a devastating

cold, but a classmate (who is now our national president) saved my nautical future by teaching me the curative properties of whiskey. I sailed around for a few years before settling down with the Seabee barge carriers of Lykes Bros. Steamship Co. I joined CAMM in 1984 after making my first trips as master on the *DOCTOR LYKES*.

My last trip to sea was during Desert Storm. The *MALLORY LYKES* was invited to deliver supplies to 8,000 marines at a well built but unused port located within artillery range of Iraqi forces. After we got shot at and braced for what the sensors indicated was a chemical weapons assault, an Aramco pilot took us in and we delivered the goods.

After sailing, I worked at MITAGS and National Cargo Bureau and what I learned at both places made me a much better mariner than I ever was when I was sailing.

Any American sailing master should belong in this organization. In the course of human events, taking a ship, crew and cargo to sea is an experience known only to a very limited number of people. It is hard to imagine that these people would not be interested in sharing in the stories, problems and solutions of other mariners found only in the periodicals or at the meetings of these professional associations.

Less lofty but highly motivating reasons to belong are to beef up one's resume when applying for another job or when preparing for a post-casualty credential review.

We CAMM members should endeavor to keep the forum alive through *Sidelights*, meetings and professional development. I think CAMM is experiencing roughly the same fate as the U.S.-flag fleet. Hopefully this condition will stabilize for both groups at some level of existence. ☆

1969 Graduated from United States Merchant Marine Academy

1981 Master's License

1984 Sailed Master with Lykes and joined CAMM

1991- 1993 Instructor at MITAGS

1993 - 2004 National Cargo Bureau

2000-2002 National President CAMM

2012-Present VP North Atlantic CAMM

Captain Frank Zabrocky Receives Navy's Public Service Award

House of Representatives - July 30, 1991 [Page: H5988]

Mrs. BENTLEY asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Mrs. BENTLEY:

Mr. Speaker, today I would like to recognize a very special gentleman, Capt. Frank Zabrocky.

Captain Zabrocky was the master of the U.S. Merchant Marine Vessel *MV MALLORY LYKES* during Operation Desert Shield/Storm. During the Persian Gulf crisis Captain Zabrocky safely and successfully transited oil covered and mine filled waters to the port of Al Mishab which was 87 miles closer to the front than any previously used port. From Al Mishab he directed the safe offloading of highly explosive and vital cargo while the port was under missile attack.

These efforts reflect great credit upon Captain Zabrocky himself, the Military Sealift Command, the Department of the Navy, and the Department of Defense.

For this extraordinary service, the Department of the Navy has awarded to Mr. Zabrocky the Public Service Award.

This award is the third highest form of public service recognition granted by the Navy, and is given for a significant contribution with substantial impact upon a given activity at a specific geographical location. ☆

2016-18 Officer Nominations

National President

Captain Jeff Cowan (#3070-RU)

First Vice President

Captain Joe Hartnett (#2193-RU)

Second Vice President

Captain Pat Moloney (#1829-RU)

Treasurer and Secretary

Captain Manny Aschemeyer (#1548-RU)

North Atlantic Regional VP

Captain Frank Zabrocky (#1964-RU)

South Atlantic Regional VP

Captain Liz Clark (#997-L)

Gulf Regional VP

Captain Michael Mc Cright (#2753-S)

South Pacific Regional VP

Captain Klaus Niem (#2167-RU)

North Pacific Regional VP

Captain Cal Hunziker (#2457-RU)

Bullying?



by Captain
Frank Zabrocky
#1964-RU
North Atlantic
Vice President

ICS and ITF: Guidance on Eliminating Shipboard Harassment and Bullying

Recently the International Chamber of Shipping (ICS) and the International Transport Workers Federation (ITF) joined

Resignations.

Don't be quick to write this off as a mere attempt at political correctness or a multi-cultural, international issue that doesn't apply to U.S. flag ships. The ICS is composed of ship owners of 80% of the world's tonnage and the ITF has 4.7 million members. Both groups are pretty important players, and it's clear that they put forth a significant effort to get this document on the table. Today many shipowners must meet quality and safety standards that value retention of seafarers, and a consistently high attrition rate could result in lost business. This guidance in some form may show up in SOLAS in a few years.

As I read the Guidance, my first thought was how much the examples of bullying sounded like my maritime school experience. Contemporaries and other, younger folks I have discussed it with agree with that comparison.

True these guidelines are intended for professional mariners in shipboard situations. Still, if it is a goal of both ship owners and active mariners that these behaviors be eliminated in a professional environment, one might wonder why the same behaviors were a major part of our preparation for a career at sea.

I have heard some people say that hazing, which fits the Guidance's description of bullying, is helpful at maritime schools in preparing potential mariners

for a career at sea and/or a leadership role. Others say that subjecting a large group of young people to years of bullying merely trains them to tolerate bullying, and that the genuine leaders are the ones who see through the nonsense and drop out of the program. I don't know of

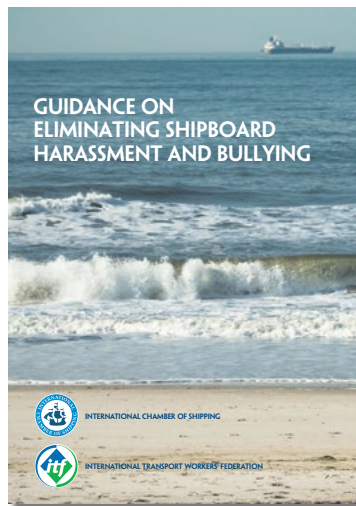
any statistics to support either view. Still others say that today's maritime school hazing does not rise to the level of bullying as described in the Guidance.

Even survivors who go on to achieve leadership roles don't always attribute their personal success to the bullying. One veteran maritime executive I spoke to matriculated

at two maritime schools in the U.S. before his seagoing career and his comment was, "one was worse than the other." Perhaps it says much that his opinion of bullying has stood the test of time.

I'll admit I'm confused. Is bullying good or bad? Is bullying okay in school but not on ships? Was bullying a good idea in the past but not today? Does bullying lead to unfair attrition or does it just weed out the ones who can't take it? Or is this Guidance just political correctness forcing its way on to ships? What do attrition rates tell the industry about a shipowner? What do they say about a school? It's hard to believe that with all the maritime school graduates in

Continued on page 18 >>>



forces and put out a publication titled *Guidance on Eliminating Shipboard Harassment and Bullying*.

Some of the examples of bullying described in the text are:

"Verbal or physical threats or abuse, such as shouting or swearing at colleagues, either in public or in private, including derogatory or stereotyped statements or remarks;

"Personal insults;

"Belittling or ridiculing a person, or his/her abilities, either in private or in front of others;

"Sudden rages or displays of temper against an individual or group, often for trivial reasons;

"Subjecting someone to unnecessary excessive or oppressive supervision, monitoring everything they do or being excessively critical of minor things;"

The list of examples goes on for almost a full page but the reader should be able to grasp the tone of the problem without a complete reprint here.

The text points out that detrimental effects of this bullying may include:

Stress;

Lack of motivation;

Reduced work performance;

Absence from duties; and

CROSS'D THE FINAL BAR

CAPTAIN SAN JUAN DUNBAR #922-RU



Captain San Juan Dunbar, of Portland, Maine, and Miami Beach, Florida, passed away on Friday, April 24, 2015. He graduated from Maine Maritime Academy, class of 1960, and was the Academy's 2005 "Distinguished Alumnus". Captain Dunbar was proud to be associated with the Port of Portland and was a Portland Harbor Pilot from 1968 to 2006. He handled over 12,000 ships in his career dedicated to the maritime industry. During all of his professional life Captain Dunbar was actively involved with the Propeller

Club of Portland. Captain Dunbar was a member and past president of the Portland Marine Society and a trustee of the American Pilots Association. He also belonged to the Council of American Master Mariners (CAMM) for over 30 years. In addition to his time as a Portland Harbor Pilot, he was the owner/partner from 1976-2001 of Singapore Air Cargo. He enjoyed being able to navigate both the sea and air. Captain Dunbar had a lifetime of adventure and travel all around the world. The increase in cruise ship traffic in Portland was, in part, due to the passion of Captain Dunbar working closely with Portland officials to bring more cruise ships here.

CAPTAIN HORACE EDGAR "BUD" SIMS #1181-L

"Captain Bud", husband, father and friend passed in the arms of his love and wife, Nettie Sims on January 21st, 2015, they were cheek to cheek. He was brilliant and ambitious from the start. He had many careers during his young life; he enlisted in the Navy during WWII and spent much of his time in the classroom since he tested in the top percentile for IQ. Once the war was over he worked a variety of jobs, but his final and most beloved job was on merchant ships and super tankers in the Merchant Marine.

He started his career as an Able Seaman in 1946 at age 20, and continued in the Merchant Marine until his last voyage in 1984 as Master, retiring at the age of 58. His aptitude and continued thirst for knowledge moved him through the ranks quickly until he was licensed as a Master — scoring one of the highest test scores in Merchant Marine history that allowed him to sail any body of water, with any vessel and any cargo, a rare and honorable designation to achieve. He loved everything about the Sea and traveled around the world many times.

He had a large passion for knowledge, and believed in continuously educating himself and those around him. He never took a break from learning and self-educating himself. In his later years he would work on trigonometry and calculus quizzes in the privacy of his study to keep his mind sharp. ☆

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

Captain **George H. Bark** #1947-S of Coconut Creek, Fla., crossed 08/02/2012

Captain **James Waters** #1624-RU of Puyallup, Wash., crossed 04/01/2013

RAdm **Milton G. Nottingham** #1958-A of Washington, D.C., crossed 08/21/2014

Bullying >>>Continued from page 17

our industry that have survived and benefited from bullying, no one is stepping up to challenge the ICS/ITF Guidance. If no one will champion the virtues of bullying and refute the detrimental effects, it might be assumed that the bullying we endured in maritime school actually had more to do with managing housing capacity than with preparing us for careers at sea and/or leadership roles.

Instead, the value of retention is creeping in to our maritime school culture. Just this year, SUNY's Investment and Performance Fund granted SUNY Maritime College \$750,000 to "improve student success."

Additionally, San Jacinto College in Texas recently opened a maritime training center for current and future mariners. One of their goals is to attract those into the industry, "and unlike decades before, those with more training in the soft skills."

It might be that maritime schools do not use these practices any longer, but for a lot of us, the environment in which our maritime education was imparted is now unwelcome on 80% of the world's tonnage. If bullying is now a few steps away from becoming a crime, I wonder why it was promoted and embraced by generations of maritime school hierarchy for so many decades. And if they were that out of touch on bullying, one must wonder what else they got wrong. ☆

Apostleship of the Sea - United States of America

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



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USCG Authorization Act & Criminalization of Seafarers



by Father
Sinclair Oubre
CAMM Chaplain
#3220-A

I am happy to write that the seafarers' welfare communities' concerns about Sections 605 and 606 of the 2015 Coast Guard Authorization Act are no longer threats to U.S. and foreign seafarers.

Section 605 would deny class action status to U.S. and foreign seafarers in penalty wage cases. Section 606 would have statutorily denied access to U.S. courts by foreign seafarers, who were injured outside of the United States' territorial waters. These seafarers would either have to go to the flag state (e.g.: Liberia, Vanuatu, Panama), or to their own country of citizenship or residence (e.g.: the Philippines, China, India). As one can imagine, such changes would have made it very difficult for injured foreign seafarers get justice, and would have been a boon for foreign-flag ship owners, especially those in the cruise ship industry.

When the House bill went to the Senate, these two sections were struck from bill, and the House then approved the bill with the Senate changes on February 4, 2016. President Obama signed the bill on February 8, 2016.

Disgraceful Judicial Decisions

While Congress was finalizing the Bill, disgraceful judicial decision were issued in India and Spain.

On 11 January 2016, judge of Tuticorin District Principal Sessions Court sentenced 10-member crew of the *M/V SEAFARER GUARD OHIO*, and its 25 guards to five years of imprisonment and a fine of Rs. 3000 each. This case has

been going on since October 2013. The irony of this decision is that Indian seafarers were often subjected to harsher physical abuse, and longer captivity by Somali pirates because of India's prosecution of Somali pirates. Armed guards were introduced on ship transiting the Gulf of Aden and the Indian Ocean to protect crews from pirates, and now an Indian court has convicted 6 British nationals, 14 Estonians, three Ukrainians, and 12 Indians for calling in their country while protecting shipping, including Indian shipping and seafarers in the Indian Oceans to five years imprisonment.

Human Rights at Sea and the ITF are two of many organizations that have strongly condemned the Indian Court's decision.

On January 26, 2016, Spain's Supreme Court sentenced Captain Apostolos Mongouras to two years in prison for what the court claimed was recklessness resulting in catastrophic environmental damage caused by the breakup and sinking of the *M/T PRESTIGE*. This decision overturned a 2013 decision by a lower Spanish court that had cleared Captain Mongouras of all criminal responsibility.

Even Greenpeace, who had pushed for further prosecution after the 2013 court decision believed the Spanish Supreme Court's decision scapegoated Captain Mongouras. In an Agence France-Presse report, Greenpeace "complained that the captain was being used as a 'scapegoat' while other key players in the disaster

were not in the dock — including current incumbent Prime Minister Mariano Rajoy, who was deputy prime minister at the time.

"The conservative Popular Party government in power had ordered the *PRESTIGE* out to sea away from the Spanish coast instead of following an emergency plan that called for it to be brought to port where the leaking oil could be confined."

The Spanish Supreme Court's decision was roundly condemned by both InterManager and the International Transport Workers Federation.

Fellow CAMM member, Dr. John A. C. Cartner (#2574-RU) recently addressed the issue seafarer criminalization in a recent Maritime TV video (www.maritimetv.com, *Conversations with Cartner*, Episode #17).

In March, the Apostleship of the Sea of the United States of America will meet at the AMO Star Center in Dania, Florida, for its annual meeting. At that time, I will be working with fellow CAMM member, Mr. Will Watson (#3256-A) to draft proposed resolutions thanking those U.S. senators who stripped Sections 605 and 606 from the 2015 Coast Guard Authorization Act. I will also be working with Will to draft a resolution condemning the Spanish and Indian Courts' decisions.

When CAMM gathers in Portland, I hope that we also will draft and approve similar resolutions. ☆

The “Big U” to Sail Again ?



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

the past 20 years the “Big U”, once the pride of the American Maritime Industry and the nation, was left to deteriorate alongside Pier 82 in Philadelphia. This despite efforts by many concerned maritime groups to find a suitable buyer who would renovate, restore or refurbish the ship to enable her to live forever.

As recently as October 2015, it appeared that the *UNITED STATES* would be sold for scrap as the SSUSC was running out of money needed to continue paying the moorage and maintenance fees at Pier 82 (\$60,000 per month). A last minute reprieve occurred in mid-October when sufficient funds were raised by donations that would enable SSUSC meet expenses for another 10 months. This allowed the Conservancy to continue to look for a legitimate buyer. The result was the press release by Crystal Cruises saying that they had signed a purchase option for the *SS UNITED STATES* and that they would cover docking costs in Philadelphia for nine months while conducting a feasibility study of returning the ship to service.

From 1988 until 2015 Crystal Cruises was owned and operated by the Japanese shipping company Nippon Yusen Kaisha (NYK). In early 2015, NYK sold Crystal Cruises to Genting Hong Kong Limited.

On February 4th of this year, Crystal Cruise Lines excited the U.S. Maritime community by announcing

they reached an agreement with SS United States Conservancy (SSUSC) to save the *SS UNITED STATES*. For Genting also owns Star Cruises (six ships), is a shareholder in Norwegian Cruise Lines and is building two new passenger ships for Dream Lines. The *GENTING DREAM* is scheduled to be delivered in late 2016 followed by the *WORLD DREAM* in 2017. Since the acquisition by Genting, Crystal Cruises has expanded by adding a fleet of river boats and the *CRYSTAL ESPRIT*, a Super-yacht which carries 62 passengers.

The Long Voyage of the *SS UNITED STATES*

The Ship

Built at a cost of \$79 million, the keel was laid for the *SS UNITED STATES* at Newport News Shipyard February 8, 1950 and was launched June 23, 1951. Designed by William Francis Gibbs, the ship was built by United States Lines in co-operation with the U.S. government and had a building subsidy of \$50 million. The government wanted the ship to be easily converted to a troop carrier and insisted that it be built with fireproof material. One of the specifications of construction was that no wood could be in any part of the ship. An exception was made to this requirement to allow wooden butcher blocks in the galley and a specially constructed “fireproof mahogany” Steinway grand piano. The insistence that the ship be fireproof resulted in a large amount of asbestos being used



The SS UNITED STATES easing into New York's Pier 86, sometime during her service career.

throughout the ship. It also resulted in the interior spaces looking more industrial than luxurious with painted metal bulkheads and unflattering lighting.

Designed to carry 1,972 passengers and a crew of 900 to 1000, the *SS UNITED STATES* was the largest passenger ship ever built in the U.S. She had 12 decks and 695 staterooms and served in the trans-Atlantic luxury liner service continuously from 1952 to 1969. At her normal cruising speed of 30 to 33 knots, an Atlantic crossing from Ambrose Light (New York) to Bishop Rock (Isles of Scilly, U.K.) would take 3 days, 20 hours. By comparison the same voyage today would take over 6 days as most modern day cruise ships typically sail at 20 knots.

To produce her fast cruising speed, the *UNITED STATES* had four 18-foot diameter propellers, each weighing over 26 tons. The propellers were driven by four Westinghouse steam turbines, with

the steam generated by eight Babcock & Wilcox 950 PSI oil fueled boilers. The shaft HP was rated at over 240,000. Two engine rooms each contained two turbines which drove the four propellers. The forward engine room ran the two four-bladed inboard propellers, while the after engine room powered the two five-bladed outboard screws.

All four propellers have been saved and are on display for the public, all on the East Coast. The Mariners' Museum in Newport News, Virginia, has one of the five-bladed propellers displayed at the end of one of the *UNITED STATES*' original 63-foot long shafts and one of the four-bladed props is mounted at the entrance to the Intrepid Sea, Air & Space Museum in downtown New York. The other five-bladed screw can be seen at the State University of New York Maritime College at Fort Schuyler,

New York, while the American Merchant Marine Museum located next to the U.S. Merchant Marine Academy is home to the second four-bladed propeller.

Though never put to the test, the *SS UNITED STATES* was designed to have a range of 10,000 miles at a continuous speed of 35 knots. Her bunker capacity was over 68,000 barrels and the bunkers were carried in both double bottom and wing tanks. At her service speed of 30-33 knots the "Big U" consumed over seven barrels a mile.

That translated to a consumption rate of over 5,700 barrels day – approximately 860 tons.

The Architect

William Francis Gibbs was a renowned naval architect. He was not formally trained as a naval architect but had a passion for designing fast ships. In 1922, along with his brother Fredrick Gibbs, he started a naval architecture firm which later became Gibbs & Cox. His dream was to build the world's fastest passenger ship. This plan was thrown off course by World War I.

In the mid 1920s through 1940, Gibbs designed ocean liners for Matson and Grace lines. The United States Lines' *SS AMERICA* (launched in August of 1940) was a Gibbs & Cox design. During World War II, Gibbs & Cox produced drawings and designs for ships to support the war effort. The plans that enabled mass production of the Liberty Ships - the Ship that won the war – was put together by William Gibbs.



PHOTO COURTESY: CHARLES ANDERSON AND THE SS UNITED STATES CONSERVANCY

SS UNITED STATES on her sea trials, June 10, 1952. Here she reached her highest recorded speed ever, 38.32 knots (44.1 mph). This is the greatest speed ever achieved by an ocean liner before or since.

In the late 1940s United States Lines wanted to build a new passenger ship to compliment the *SS AMERICA* and the U.S. government was interested in having a large fast ship that could be used as a troop carrier. An agreement was reached between U.S. Lines and the government and in 1949 Gibbs & Cox was contracted to design and supervise the construction of such a ship. On June 23, 1951, with the launching of the *SS UNITED STATES*, Gibbs' goal to design and build the worlds' fastest passenger ship became reality.

The Speed

Purposely designed for speed and with the intention of an America built ship breaking the trans-Atlantic speed records, the *UNITED STATES* did just that on her maiden voyage. The ship sailed from New York for Southampton on July 3, 1951 and made the Eastbound crossing in record setting time – 3 days, 2 hours, 40 minutes, at an average speed of 35.6 knots. She then claimed the Blue Riband - the designation given to the fastest westbound trans-Atlantic passenger ship – by making the return trip of her maiden voyage in 3 days, 12 hours, 12 minutes, at an average speed of 34.5 knots. In doing so, the *SS UNITED STATES* became the first American built ship to capture the Blue Riband in 100 years.

Continued on next page >>>

SS UNITED STATES

Name:	<i>United States</i>
Operator:	<i>United States Lines</i>
Port of registry:	<i>New York City</i>
Route:	<i>Transatlantic</i>
Ordered:	<i>1949</i>
Builder:	<i>Newport News Shipbuilding and Drydock Company</i>
Cost:	<i>\$79.4 million</i>
Yard number:	<i>Hull 488</i>
Laid:	<i>February 8, 1950</i>
Launched:	<i>June 23, 1951</i>
Christened:	<i>June 23, 1951 [3]</i>
Maiden voyage:	<i>July 3, 1952</i>
Out of service:	<i>November 14, 1969</i>
IMO Number	<i>5373476</i>
Call Sign:	<i>KJEH</i>
Nickname(s):	<i>The Big U, America's Flagship</i>
Class and type:	<i>Ocean Liner</i>
Tonnage:	<i>53,330 GT</i>
Displacement:	<i>45,400 tons</i>
LOA	<i>990 ft (302 m) (overall)</i>
Beam:	<i>101.5 ft (30.9 m)</i>
Draft:	<i>31.25 ft (9.53 m)</i>
Depth:	<i>75 ft (23 m)</i>
Decks:	<i>12</i>
Installed power:	<i>240,000 shp (180,000 kW)</i>
Propulsion:	<i>·4 × Westinghouse double-reduction geared steam turbines ·8 × Babcock & Wilcox boilers operating at 950 psi</i>
Speed:	<i>·32 knots (service) ·38.32 knots (maximum)</i>
Capacity:	<i>1,928 passengers</i>
Crew:	<i>900</i>



The SS UNITED STATES, February 2009.

PHOTO: RICKYAR/PUBLIC DOMAIN

Big U >>>Continued from page 21

The SS BALTIC set the record in July of 1854 and held it for two years – the UNITED STATES has held the record for 64 years.

Liner Service Ends

The trans-Atlantic passenger ships were built to carry people between Europe and America. People went on passenger ships, not for cruises, but as a means of transportation across the ocean. By the late 1960s the airlines had displaced passenger ships as the preferred means of travel across oceans and companies began laying up ships engaged in passenger service. The SS UNITED STATES –“America’s Flagship”– could not escape this change in passenger travel. She left for her last voyage in October of 1969 and was laid up the following month.

After being sold to the Maritime Administration in 1972, the “Big U” was sold in 1978 to a private investment group that hoped to revise the ship. The plans fell through and the ship changed ownership several times between 1978 and 1996. One of the materials used

to make the UNITED STATES the safest ship possible (asbestos) now became an albatross. The cost to safely remove all the asbestos proved prohibitive and continually delayed or stopped attempts to refurbish the ship. The asbestos removal was finally completed in Sevastopol, Ukraine in 1994 and in July of 1996 she was towed to Pier 82 in Philadelphia, Pa.

For the past 20 years the SS UNITED STATES has remained at Pier 82. During that time several plans to restore America’s Flagship have been proposed

but no concrete plan has come to fruition. In February 2011 the SS United States Conservatory (SSUSC) took ownership of the “Big U” with the intention of developing a plan to preserve the ship and ensure her place in history.

A New Voyage

It has been a long stormy voyage for SSUSC over the last five years. A real port of refuge has appeared in Genting Hong Kong Limited and Crystal Cruises Lines. In their press release, Crystal President and CEO Edie Rodriguez said, “The prospect of revitalizing the SS UNITED STATES and reestablishing her as ‘America’s Flagship’ once again is a thrilling one. It will be a very challenging undertaking, but we are determined to apply the dedication and innovation that has always been the ship’s hallmark. We are honored to work with the SS United States Conservancy and government agencies in exploring the technical feasibility study so we can ultimately embark on the journey of transforming her into a sophisticated luxury cruise liner for the modern era.”

At a recent CAMM meeting in Seattle, Captain Jack Cox, who is well versed in the difficulties of running and maintaining passenger ships, told the group that “If any group had the financial ability to bring the UNITED STATES back to life it would be Crystal Cruises.” If this is true, the “Big U” has finally found good holding ground. ☆



The SS UNITED STATES, August 2007.

PHOTO: MPTIMEAD/PUBLIC DOMAIN

General Darren W. McDew (USAF): “Losing Our Sea Legs”



by General
Darren W. McDew
USAF Commander
US TransCom
Jan 17, 2016
The Virginian-Pilot

Twenty-five years ago today the United States completed the largest deployment of combat

power since World War II. That effort represented the ultimate show of national resolve in the face of aggression by projecting a decisive combat force, around the globe, to crush the world's fourth largest army in just 100 hours.

The sheer size and complexity of that deployment was staggering. The material moved was four times more than the D-Day invasion and six and a half times more than the peak of Vietnam. It was also the farthest the United States had ever deployed forces.

We all remember the news clips showing helicopters rolling off massive airplanes, but as a career Air Force officer, I must tell you the reality is almost 95 percent of all cargo went by ship. The mere 5 percent moved by air required near full mobilization of commercial industry and maxed out our military airlift fleets. Indeed, sealift transported more than 2.1 million tons of cargo, which included everything from 2,000 main battle tanks to millions of Meals Ready to Eat.

We often credit the decisive victory of the “100-hour ground war” to the professionalism, strategy and technological edge of our combat forces.

I submit to you, however, our overwhelming success was due in large part to the 10,000 U.S. mariners who sped 220 shiploads of decisive U.S. combat power throughout the buildup known as Operation Desert Shield. Without

those mariners and vessels, our ability to project decisive force and demonstrate our national resolve would have been a mere fraction of what was required to ensure the swift victory the world witnessed. Simply put, moving an army of decisive size and power can only be accomplished by sea.

Unfortunately, our ability to project a force the way we did 25 years ago is no longer guaranteed. This should shock you. It shocks me.

As a country, we have collectively worked to maintain a strong maritime industry that supports our needs. From enacting the Cargo Preference Acts of 1904 and 1954 to the Jones Act of 1920, and from a 1989 National Security Directive to the Maritime Security Act of 1996, we have sought to delay the day when U.S. national security interests could no longer be supported by a U.S. mariner base springing from our commercial sealift industry.

In the 1950s, there were more than 1,000 U.S. ships engaged in international trade. Each of these vessels employed and trained a pool of U.S. mariners we could rely on in a time of war to sail our forces to the fight. Today, there are only 78.

Just as the number of U.S. ships have declined, so too has the amount of American mariners who, unfortunately, must follow the available jobs. While the decline in American mariners gets some attention, often lost in the discussion is the reality that the mariners who move international trade and those who transport wartime cargo come from the same dwindling pool of U.S. mariners. If that U.S. mariner base gets too small, we will have to rely on other countries to deploy

our combat power.

As we look back over the last 25 years, sealift has deployed a decisive force across the globe twice. Looking at the possibilities the next 25 years may present, many would agree the global security environment is only getting more contested.

The current environment in the Middle East and Korea are certainly enough to justify those concerns. When you add the complexities of further Russian aggression and China's ambitions in the South China Sea, it is clear the United States must maintain the flexibility to deploy a decisive force at the time and place of our choosing.

As a military professional and senior leader, I think about and plan for what the future may hold, and I would tell you we must prepare for the real possibility we will not enjoy the uncontested seas and broad international support experienced in 1991. If either of those possibilities becomes reality, and if we remain committed to responding to security incidents around the globe, the only way of guaranteeing we decisively meet our national objectives is with U.S. ships operated by U.S. mariners.

That leaves us with a critical question. As a nation, are we resolved to retain the ability to deploy overwhelming U.S. power, a decisive combat power, at the time and place of our choosing?

It is time now for that national discussion. ☆

This OP-ED piece originally appeared in the Virginian-Pilot Newspaper. Reprinted with permission.

Serving the Lord on the High Seas



submitted by Captain
Manny Aschemeyer
#1548-R

Captain Tom Dyer has a unique seagoing job. He is Master of the MV LOGOS HOPE, operated by Operation

Mobilization
S h i p s
International
(OM Ships).
Their goal
is to bring
“Knowledge,
help and hope

to the people of the world.” The MV LOGOS HOPE is crewed and staffed by 450 volunteers from 60 nations. Since 1970, OM Ships have operated four different vessels traveling around the world to port cities achieving their goal through their “Good Books for All” programs. MV LOGOS HOPE is owned by the German Christian charitable organization, GBA SHIPS (Gute Bücher für Alle, English: “Good Books for All”).

Captain Dyer has been with OM Ships since 1980, having worked his way from Third Mate to Master. He graduated from the U.S. Merchant Marine Academy in 1977 and served in the U.S. Navy before joining OM Ships in 1980. His first voyage aboard the MV LOGOS, was from Hong Kong to Songkhla, Thailand. While on watch, then Third Mate Dyer spotted what appeared to be a floating palm tree. As his ship got closer, the palm tree “turned into” a boatload of Vietnamese refugees. The very next day during his watch he again spotted a boat full of Vietnamese refugees. The LOGOS rescued a total of 93 refugees in two days.

In 1983, he shifted his dunnage from MV LOGOS to MV DOULOS. At the time, the DOULOS was recognized by the Guinness Book of World Records as the oldest ocean-going passenger vessel in the world. OM Ships had purchased the vessel from Costa Lines in 1978 and had it outfitted for its unique service. When Captain Dyer joined the MV DOULOS the vessel was completing a second circumnavigation of South America.

In September 1988, Captain Dyer

enjoys a lot of port time. A small advance team goes ahead to obtain permission from the port and city authorities to open the book fair on the ship to the public, and to arrange outreach opportunities for the volunteers aboard to explore while the ship is in port. It is not uncommon for 8,000 -10,000 visitors to walk up the gangway daily to visit the book fair or to take part in an onboard education program. A typical off-ship team might be involved with digging water wells, holding an eye-testing clinic, or working to refurbish a local hospital or school. Some have even built homes for the needy.

The unique nature of the ship’s work allows many of the families to travel with the ship. A pre-school and elementary school on the ship have qualified teachers who follow the British curriculum while some parents homeschool their children. This has provided a special opportunity seafarers and in particular licensed officers

to continue their seagoing profession without separation from family.

Each individual serving on board, whether for a few weeks or several years, seeks to raise financial support through friends and churches— who partner with OM Ships to cover the costs of their time on board. No one is paid a salary; not licensed mates, engineers, qualified deck and engine crew, or the Captain.

An OM ship will very rarely visit a U.S. port. The focus has always been



MV LOGOS HOPE.

PHOTO: COURTESY OM SHIPS

returned to MV DOULOS as Master taking his family with him to South East Asia. Sailing the ship from Taiwan to Cebu, Philippines, the ship encountered one tropical storm and three typhoons. He rode out one of the storms in Manila Bay with both anchors down and his engines turning slow ahead.

Missionary Ports of Call

The focus for an OM Ship is the time spent in port. The MV LOGOS HOPE



on developing countries. An exception occurred in 1997 when the *LOGOS II* did a West Coast Tour. Captain Dyer was based in Seattle at that time, and he helped with the preparation work for the various port visits.

Following that operation, Captain Dyer returned as Master of the *MV LOGOS II*. With his family aboard, he took the ship into the Caribbean, through Central America, and down the East Coast of South America. At the end of 1999 the family returned to San Diego where a small office was opened to represent OM Ships for fundraising and development.

OM Ships History

In late 1988, the *MV LOGOS*, OM Ships' first vessel, was in need of replacement. A passenger car ferry, *ANTONIO LAZARO*, was for sale and purchased by OM Ships. The *ANTONIO LAZARO* was in Athens, Greece, where a small crew joined to take the ship to Amsterdam for conversion for service with OM Ships and renamed *LOGOS II*.

En route from Greece, the ship was caught in a fierce storm off of North Africa and the engines seized. Tug assistance was required to take the ship to Gibraltar for repair. Due to the delay caused by the storm and engine failure many of the crew who had joined to move the ship were entitled to time off and left the ship while it was still in Gibraltar. Captain Dyer transferred from *DOULOS* to *LOGOS II* to continue the journey from Gibraltar to Amsterdam. On Christmas Eve, 1988, *LOGOS II* arrived outside the port of Amsterdam. Just as the ship entered the breakwaters, the port was closed due to bad weather. Captain Dyer had brought her safely into port just in time.

Captain Dyer and family, along with the other volunteers aboard, spent about 18 months in Amsterdam working on the refurbishment of *LOGOS II*. With the conversion completed, the *Logos II* sailed from Amsterdam in 1990. The Berlin Wall came down in November 1989, followed by the fall of the Iron

Curtain and the opening of the Baltic ports. This enabled the *LOGOS II* to call at Tallinn, Estonia and Riga, Latvia, and St. Petersburg (then called Leningrad). A donation of medical equipment was made to a hospital in St. Petersburg.

By 2002, it was recognized that *DOULOS* had limited time left and the *LOGOS II* was nearing the end of her useful life. OM Ships began looking for a replacement vessel and in 2004 it purchased the current flagship, *MV LOGOS HOPE*. After the purchase, the vessel was taken to Croatia for a complete conversion from a ro-ro passenger ferry to a bona fide passenger vessel. The conversion called for a "visitor experience deck" which included a large book fair, conference room, class rooms and a coffee shop for visitors to enjoy. *LOGOS HOPE* was officially launched into service for OM Ships in 2009 with the first voyages in the Caribbean. *LOGOS II* sailed its last voyage in 2008 and *DOULOS* in 2009.

Training and Certifications

For many of the young people on board, stepping on the ship is their first taste of "sea life". All volunteers must begin a series of training to comply with STCW requirements. OM Ships also has a certified training program that can take a deck or engine trainee through the steps of Watch Ratings to AB Seafarer and QMED.

With the STCW Code coming into force at the turn of the century, OM Ships made the decision to certify a "Marine Training Centre" to provide the Basic Training Requirements with the Malta Maritime Authority (now called Malta Transport). Captain Dyer had the responsibility of setting up and running that training

center. Later he stepped into the role of Safety Manager/DPA (Designated Person Ashore) and Company Security Officer while continuing to oversee the safety training program.

Today, each volunteer coming to serve on *LOGOS HOPE* must start with Basic Shipboard Training and Crowd and Crisis Management Training as would be required by any staff serving on board a passenger vessel. This training is normally held on shore close to where the ship is berthed. Twice a year there is a change of volunteers with 60-100 new staff joining as an equal number depart.

The Training Centre was ISO 9001 certified with Lloyd's Register Quality Assurance in 2007. The training is conducted on site in cooperation with local facilities. Several Masters who have served with OM Ships volunteer time to provide the necessary instruction for the classes – including Captain Dyer. In addition to Basic Training, the organization provides Proficiency in Survival Craft training, Deck and Engine courses, Security Awareness, and Designated Security Duties to name a few.

Family and Life aboard HOPE

Tom married his wife Maggie in 1985. He continued sailing with OM Ships which allowed his wife (and children) to sail with him. In 1986, his first son was born in California and in 1987, his second son was born while the *MV DOULOS* was in Chile. His daughter was born in Amsterdam in 1988 while the *MV LOGOS II* was undergoing her conversion. In 1991, Captain Dyer's youngest son was born in Pennsylvania. Tom

continued to sail as Master with OM Ships until late 1992 when the family returned to the U.S. Captain Dyer took a sabbatical to become a Master for the second time. He completed his Masters of Science Degree in Maritime

Continued on page 28 >>>



Captain Tom Dyer with wife Maggie.

PHOTO: FRISNAVE LASTWINE

CAMM'S Early History

The Ship is Taking Form



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

built for Hamburg-America Lines for the trans-Atlantic service. At the outbreak of World War I, the *VATERLAND* was in New York City. Fearing that she would be sunk or captured by the British, the owners, believing that the United States would be a safe haven, laid the ship up in Hoboken, New Jersey. When the United States entered the war against Germany, they seized the *VATERLAND*, converted her to a troop carrier and renamed the ship the *LEVIATHAN*. According to the Bible, *LEVIATHAN* was a sea monster defeated by Yahweh. The word is also defined as something large and powerful. After WWI the ship was purchased by United States Lines and converted to a luxury liner. She ran in the trans-Atlantic service until 1934.

During the February meeting, the Council discussed bills (H.R. 3427, 3228, 3382, & 2545) introduced into Congress by Representative William Sirovich (D-NY14). The Council planned an action to prevent their passage. All of these bills contained language for the purpose of limiting the scope of Sections 292 and 293 of the U.S. Criminal Code which dealt with mutiny. Both of these sections contain the language "Whoever, being of the crew of a vessel of the United States, on the high seas, or any

At the January 1939 Executive Committee Meeting Captain Glosten presented a "Gavel made from deck wood of the LEVIATHAN".

The SS *LEVIATHAN* was originally the SS *VATERLAND*, a German passenger ship

other waters within the admiralty and maritime jurisdiction of the United States, ..."

The focus of the bills proposed by Rep. Sirovich was to change the law so that mutiny would only consist of acts that occurred on the high seas. If passed, this change would allow seaman to disobey an order by a ship's officer when the ship was in port. This would allow seaman to conduct sit-down strikes without being charged with mutiny. The Council opposed these bills and none were passed by the 76th Congress. It should be noted that all the steamship companies and the House Committee on Merchant Marine and Fisheries also opposed the bills.

In May, a Membership Committee was formed to conduct a membership

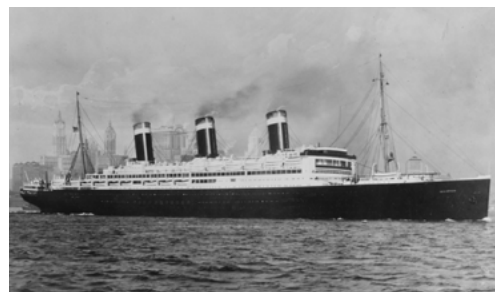
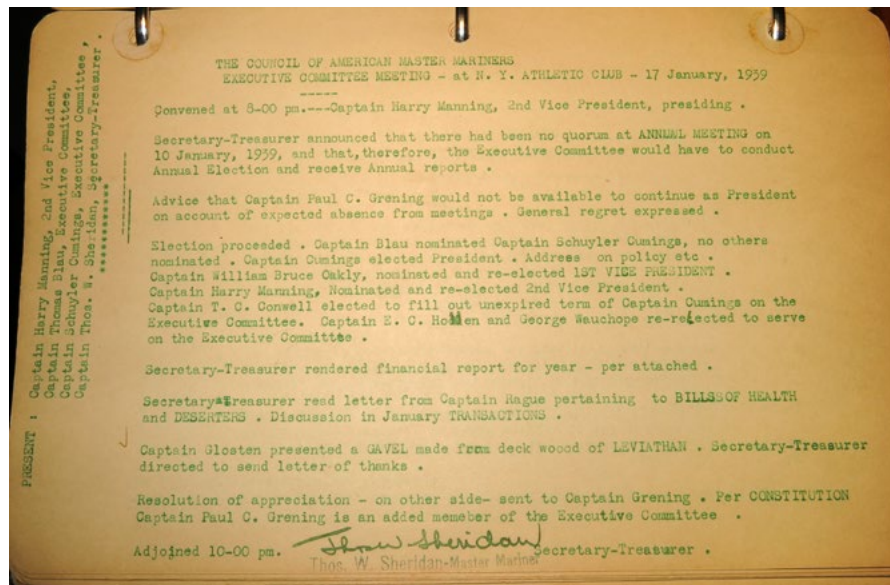


PHOTO: COURTESY NAVAL HISTORY AND HERITAGE COMMAND

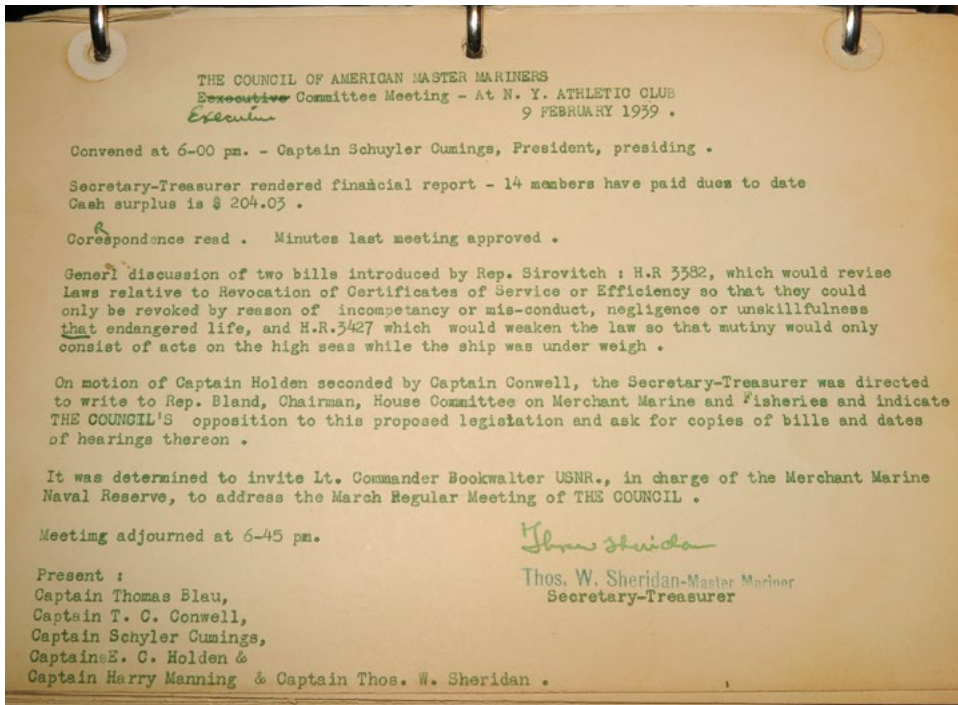
SS LEVIATHAN Steaming out of New York Harbor, circa the mid-1920s. The Manhattan skyline is in the background.

campaign. Captain Blau (sounding like Captain Aschemeyer today) said that "every member should be a walking membership campaign committee."

The question of a Maritime Commission specification for the C-2 and C-3 have "alien (KELVIN-WHITE)



January 1939 meeting minutes.



February 1939 meeting minutes.

dry compasses installed” was discussed during the June and July meetings. A motion was made to address the Chairman of the Maritime Commission and make known the Council’s objection of the specification calling for the use of dry compasses.

It is unclear from the minutes whether “alien” referred to Kelvin-White or the dry compass. The dry compass was a magnetic compass of the same basic design that all mariners are familiar with, only without the liquid. The compass card rotated around the magnetic needle in an enclosed gimbaled box in dry surroundings. The dry compass had been in use for centuries before the liquid compass became the standard marine compass in the early 1900s. Kelvin-White was a company in Boston that specialized in nautical instruments. While Lord Kelvin of England had been making dry compasses for over 30 years, Wilfred O. White (Kelvin’s partner in America) of Boston did not start making compasses until 1920. The use of dry card compasses had gone out of favor around the time of the World War I which made it reasonable for the Council to object to their use on new ships.

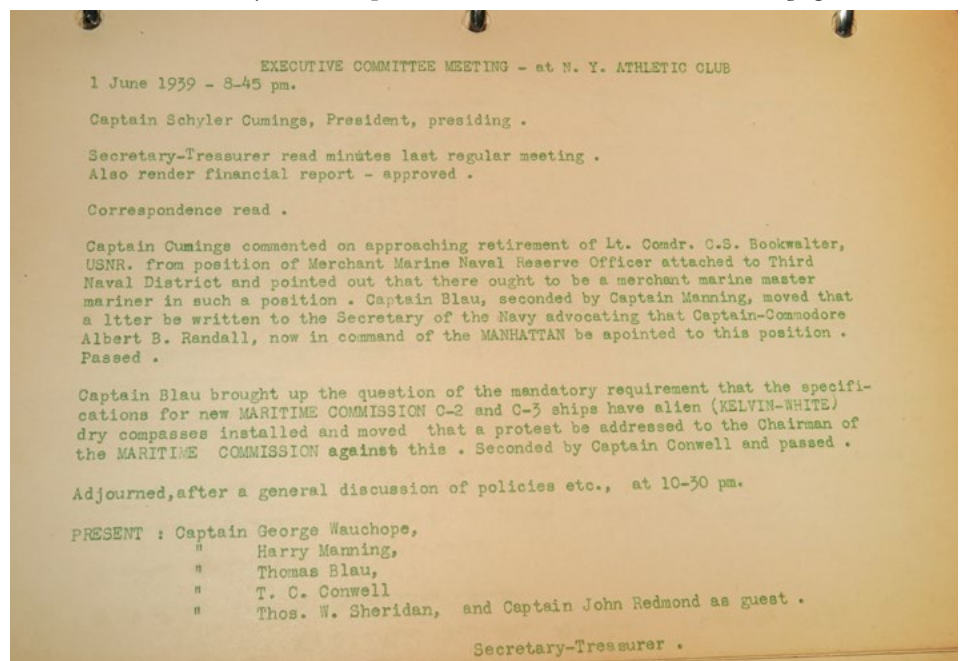
The Council took the summer of 1939 off and by the time they reconvened the world had changed – Hitler’s Germany had invaded Poland on September 1st. The United States attempted to stay neutral as it had done in World War I. The country had passed the Neutrality Act in 1935 which was amended in 1936 and 1937. A new Neutrality Act was passed

in late 1939 and allowed European democracies to buy American war materials. A new provision of the Neutrality Act of 1939 prohibited American ships from transporting arms or war material, gave the President power to identify combat zones (primarily Atlantic sea lanes) from which American citizens would be restricted and made it illegal for U.S. citizens to travel on vessels from belligerent nations. This provision of the Neutrality Act was opposed by the Council as it directly affected their jobs and U.S. shipping.

In late October Captain Blair, president of the Council, was authorized to send a petition to Congress which read in part:

WHEREAS, it is our belief that the principles of the Freedom of the Seas and Neutrality are separate and distinct from one another, and therefore should not be confused or combined, BE IT THEREFORE RESOLVED that the Executive Committee of the Council of American Master Mariners hereby respectfully petitions and strongly urges in the best interest of the Nation that no legislation be

Continued on next page >>>



June 1939 meeting minutes.

In the Membership

Early History >>>Cont'd from page 27
enacted by the Congress of the United States which will tend to abolish or compromise the traditional rights of our American merchant marine to enjoy the Freedom of the Seas and subject to International Law.

The Neutrality Act and Freedom of the Seas remained in the focus of the Council for the remainder of the year. They went so far as to make a motion that

American Masters should be allowed to sail on foreign flag ships anywhere in the world. If this were not allowed, they would appeal to the President to "place on active duty in the Navy all Masters and officers who are deprived of employment due to the Neutrality Act."

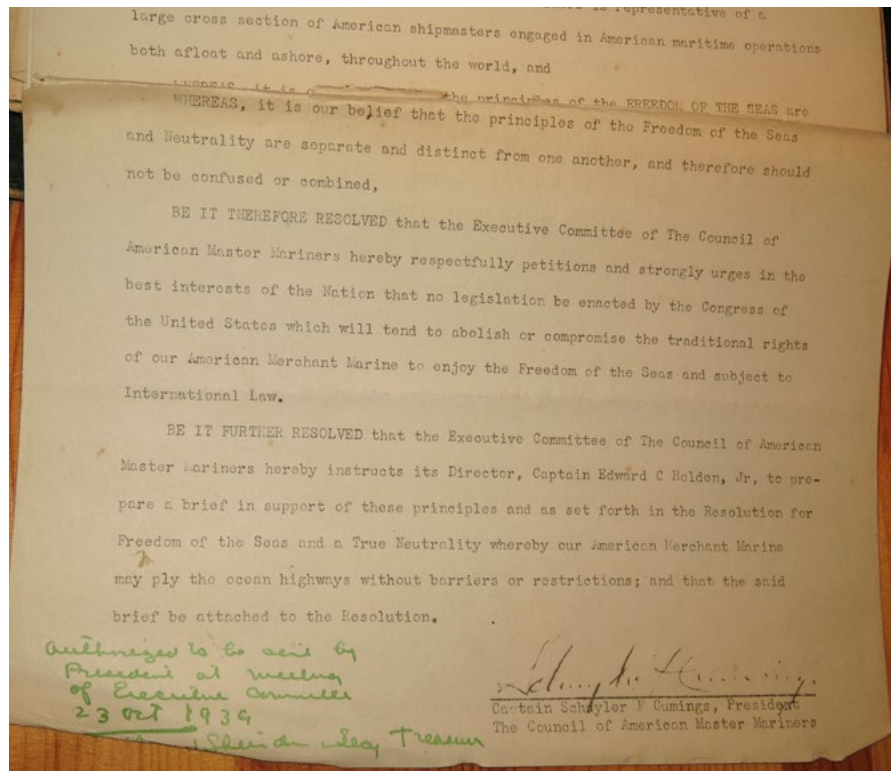
The Committee on Useless Gadgets made no report in 1939 – more serious events had overtaken them and the nation. ☆

Dyer >>>Continued from page 25
Management at the Loeb Sullivan School of Business (located at Maine Maritime Academy).

Captain Dyer began sailing as Master on board LOGOS HOPE in 2009. By 2011 he had handed over his other duties (except for the Training Centre) to continue sailing as Master. His four children, some of whom have served or are now serving as volunteers, have all finished college. His wife Maggie continues to travel and serve with him on the LOGOS HOPE.

"Serving with OM Ships has been an expression of my love for God and my thanks for His mercy and kindness in my life," affirms Captain Dyer. "It has been a walk of faith. He has blessed me with a loving wife and family, and the friendship of many whom I serve with — coming from many nations. I have not gained wealth, but God has provided for my every need. I have a great sense of calling and fulfillment in this job. This work has allowed me to combine my love for God with my passion for ships and sailing, and the opportunity to make a real difference in the lives of individuals and whole communities around the world. We are always looking for others to join us!"

LOGOS HOPE is currently in Mozambique with Captain Dyer in command and will be working its way around Africa. The ship expects to return to the Caribbean at the end of 2016. ☆



Petition to Congress on Neutrality Act.

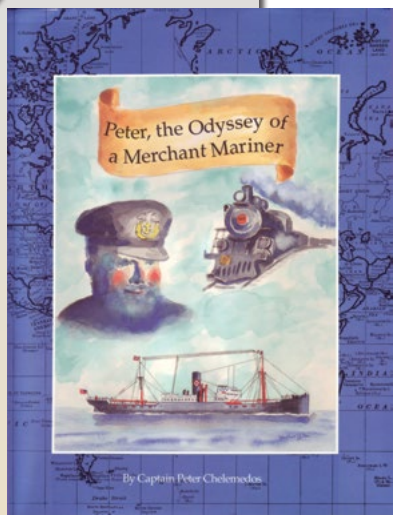


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Captain Manny Aschemeyer and wife Floy Ann met with Captain Dyer and his wife Maggie in Temecula, Calif. in early February, where an interview was held with them as a foundation for this article. Captain Dyer joined the MV LOGOS HOPE in Mozambique on February 28th of this year. Captain Dyer has been a member of CAMM since 1986. You may check out this Christian-based organization at: www.omships.org and at: www.logoshope.tv.



by Captain
Peter Chelemedos
#1671-RU

Peter, the Odyssey of a Merchant Mariner

Chapter 29: Mohawk to Japan (continued) 1961

For the next three weeks, we sailed nearly the same track as the previous month, except we went past Farallon de Pajaros before turning north to pass Iwo Jima.

We listened with interest to radio reports of Typhoon Tessie, which was making up near Yap Island and heading our way. About the time we were computing its track and speed of approach and the time we had to go the remaining distance to shelter, we ran into a local storm which the weather maps had not plotted.

This storm, coupled with the strong current past the undersea mountains, kept us back somewhat. We steamed by engines 140 miles west in twenty-four hours, at the end of which time we were sixteen miles east of our starting point.

The wind dropped by noon and in the next twenty-two hours we made fifty-five miles against the current (steaming at 5.5 knots).

Our sister tug, the *COMACHE*, left Wake Island on March 16 with two Liberty ships and, if she kept on her course, would have met Typhoon Tessie head-on around Iwo Jima. So she reversed course to head southeast out of the path.

Twelve hours later, the typhoon changed its course and headed for the *COMACHE*. From where we were, it

looked as if the *COMACHE*'s crew would have some well-chewed fingernails before the week was over.

We arrived at Osaka at 5:00 p.m. on March 31. We approached the Sakai breakwater as instructed in Yokohama, but in the fog we ran afoul of a new breakwater under construction across the lane we were traveling.

We passed between two barrel-shaped buoys, which we discovered were wired together.

I stopped the propeller for a minute as we passed over it so it wouldn't foul our propeller but, with those ships on the tow line following us, didn't hesitate too long to re-engage it. After we had passed over the wire, dragging the ships along behind, we passed a crane barge anchored in the fog. All the crew of that barge were excited and hollering at us, but we didn't want to change course in the fog even though our charts indicated no obstructions in that area.

When we got our mail aboard, we also picked up the Notices to Mariners that had been issued since we had left Honolulu. In one, I found the report that a new breakwater was being constructed across the entrance to Osaka, which told us just what we had dragged ourself and two liberty ships (all of us drawing sixteen feet) across. No wonder the crew of that dredge had been so excited.

Typhoon Tessie seemed to be dissipating, so the *COMACHE* was again on her way.

After spending most of the day picking up our tow chains off the bottom of the bay, we moved into the harbor. We waited for about half an hour for the pilot off the end of the breakwater and, when one didn't come, we came on in without one with the aid of a Japanese chart of the harbor.

After the usual leisurely preparations (five minutes to shower and dress), we sat in the shore taxi for the trip in to the pier with the skipper and the second and chief engineers. When we arrived on the pier, we were besieged by touts for the local bars, each giving us cards advertising the attractions of their establishment and offering free taxi service to them.

I collected a few of their cards before the Skipper and I went to the agent's office. Then we took a taxi to uptown Osaka, foregoing the "attractions" advertised.

I left the agent and skipper at Osaka New Grand Hotel and found my way to the right railway station through miscellaneous passageways and purchased a ticket to Awaji to look up the parents of one of the young ladies I had worked with at PuttyStik in Seattle. I had again taken the precaution of having someone in the agent's office write the address in Japanese.

The railroad station at Osaka seemed to take up a good two city blocks, and the area in front of the station seemed to be another square block devoted to taxi

Continued on next page >>>

Odyssey >>>Continued from page 29

and bus stands. A series of underground passageways about thirty feet wide were provided for pedestrians to cross under the area. These passageways were lined with shops of all sorts as well as advertising posters.

Awaji Station provided no problem, having shown my ticket to the brakeman before I boarded the train and every stop where I tried to get off he would motion me to stay aboard. "Not right," he said until we arrived at the proper station. After looking in vain for street signs along the narrow streets parallel to the station, I showed it to a passerby who confidently took me in tow. But he couldn't find it either.

He took me to the police precinct station about three blocks from the depot, and turned me over to the guidance of the policeman on duty. While that gentlemen examined his chart of the area (a plat of all property listing all residents) and a big file drawer of residents in alphabetical Japanese) order, a young Japanese lad stopped by to try his com-

mand of English on me, and did quite well as an interpreter.

The policeman took us with him and inquired at several business houses in the neighborhood for Mr. Shinomi, my friend's father. The druggist directed us to an appliance shop up the block. The people there said the Shinomis had lived there, but had left for America on March 22, ten days before. So maybe "Snookie" got her babysitters - I mean parents - without my help.

The young Japanese then invited me to his home. So I spent the evening with him and his family. His father, Kanji Takada, operated a metal shop where he made pots, pans and kettles. Mother Kieme was a housewife. Sister Yumiko was attending her last year at college. Brother Kazuaki was a seventeen-year-old high school student. And my benefactor, Masumichi Watanabe, who was the English speaker in the family.

When Kazaki came in, he dug up a record for the stereo so I could translate the song for him. It was *Santa Lucia* in Italian, so I wasn't much help. Later, he put another record of dinner music on. I ate a Japanese-style dinner (fox, tuna, egg rolled over rice, tangerines, raw ginger, etc.) to the tune of *The Persian Market Song* (shades of 1937 and my mandolin lessons). Everything was quite delicious.

Then Kanji brought out his pride and joy, a sword some 300 years old, to show me. It was a real beauty.

Kazaki showed me his coin and currency collection. I showed them a U.S. five-dollar bill. They were surprised that it was so small. I explained all denominations of American money are the same size. In Japan, the

larger the denomination, the larger the bill. Then they brought out a geography book and Yumiko showed me around Japan by map, with Masumichi translating. In return, I gave them a tour of the U.S. on a Japanese map of the States.

About 11:00, after shifting my legs from position to position to relieve the cramps from the hours of squatting at the low table, I found my way back to Osaka-ko and the ship by the 00:30 launch.

The next morning, I relieved Doug at 8:00 a.m. and was relieved by skipper at 1:00 p.m. I took a trip back over to Awaji to get Masumichi to guide me around Osaka. I arrived there about 3:00p.m. to find he was in Osaka-ko, the port area, where he was probably looking for me.

All day, I had the feeling someone was trying to get in touch with me.

I visited with the Takada family again for the afternoon, having brought some U.S. stamps and U.S. coins for Kazuaki. We went through photo albums of the family and of Japan, and talked. They sent for a friend of Masumichi's to be interpreter. I waited until 6:00 but, when Masumichi didn't show up, I went back to Osaka by bus.

I walked down from the bus stop near the railroad station to the Osaka Grand Hotel and roused the agent, Ted Harris, from his nap. We went in search of supper, but wound up spending the remaining evening hours in a nightclub trying to converse in Japanese with the geishas who were assigned to us. We never did get supper.

When the place closed, I took a cab back to the pier in time to catch the 00:30 launch to the ship, to relieve the skipper for watch.

The next day, we were to move into drydock to have our bent propeller blades straightened. When the pilot came aboard, we picked up the anchor and started under his directions down the channel. He seemed to be disturbed by the fourteen-foot-six-inch draft of the ship. He had not brought an interpreter with him, so we took him to the small-scale harbor chart we had and he pointed

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out that the depth of the channel to the shipyard was only twelve feet. We need more water than that to stay afloat. So we returned to anchorage.

Since we had canceled the water taxi service, we could not get a water taxi to stop. After an hour or so, the dockyard's boat came alongside to find out what the trouble was. The skipper sent me ashore to the agent's office to make other arrangements.

Since all the English-speaking members of the agent's staff were at the dockyard awaiting us, I spent an hour or so translating our problem into Japanese with the help of an English-Japanese dictionary, so that when the agent called to find out if they had heard from us, he could be given the information.

Translating into Japanese presented a little problem. First, I printed in English my message, and I read it slowly to the agent, pointing to each word as I went along. Then, I referred to the English-Japanese dictionary. This gave the English word and its equivalent Japanese characters. I had him read the characters and listen to the sound. Then we looked up the word in the Japanese-English dictionary, which lists words in English letters in alphabetical order of Japanese pronunciation, in order to determine which combination of characters expressed my intent.

Since I wanted to tell him to get our towing chains and our laundry back to the ship today and arrange for drydocking at Yokohama since the river at Osaka was too shallow, I spent some time at it.

While he was studying, I walked back to the pier and sent a note out to the skipper and dismissed the shipyard boat. Then I returned to the agent's office to learn the English-speaking staffers had called and were on their way back from the shipyard.

As I waited, I was given a book of Japanese ghost stories (written in English) to read. Talk about Grimm's Fairy Tales!!! Goblins in the form of humans by day but, when they sleep, their heads detach from their bodies and float about doing their wicked work,

eating people, etc.

When the agents finally showed up, I explained the problem. Mr. Harris, the agent, called Hitachi Shipyard and a couple of others in the Yokohama area, but was told they were booked for three weeks or more. One other yard at Osaka would be free the seventh or eighth of April, and it was accessible to us. We tentatively reserved that.

After a short trip out to consult the skipper, Mr. Harris took a plane to Yokohama to see if he couldn't scare up anything else sooner.

The remainder of the day I spent at the agent's office, taking crew passes over to immigration for extension. I listened while the agent tried to find a diver to come out to examine the bottom of the ship to determine if there was any damage other than the bent propeller blades.

I waited another hour and a half for a water-taxi. It stopped and I visited aboard the *ISLAND MAIL* to arrange for weather broadcasts from "Sparks."

I had many memories of the *ISLAND MAIL* as I spent over a year on her as Junior Third and Second Mate in the South Pacific campaigns in 1943 and 1944. She was a new ship then, sparkling and rarin' to go.

Now the *ISLAND MAIL* looked old and tired. It was my understanding that she was scheduled for the "boneyard" the next year. (That was before she found the charted rock west of Smith Island for one of Puget Sound's better known pilots.)

I returned to the *MOHAWK* for supper and had a few minutes to shave before the agent was finished with his business.

When I went ashore and back out to Awaji for the evening, I brought along pictures of the *MOHAWK* taken the previous August when she was icebound near the MacKenzie River (about 1,000 miles east of Point Barrow, Alaska), as well as pictures of my own family and home area.

I spent some time with Kazaki and his bout with the English language while awaiting Masumichi and their parents to finish the evening's work in the shop.

During the evening, Mrs. Takada

showed me their family albums, one for each person. One was of the ten-year-old daughter, Sachiko, who had died in December. The album even contained a complete photographic record of the funeral - decorations of the house and room as well as of the procession and rites. These pictures filled the last pages of Sachiko's album and closed the book on her short life.

Before I left, Mrs. Takada gave me a Japanese doll and case to take to my own daughter. It had belonged to Sachiko. I didn't know how to accept this gift, or what I should do in return. I know that under similar circumstances, I would have had to think much and long before giving such a keepsake to a stranger, let alone a foreigner.

The boys escorted me as far as Osaka Station and I found the right streetcar to take me to Osaka-ko in time for the 00:30 launch.

On April 4, I received the message that my son, Steven, had passed away April 1.

The next few hours were spent arranging transportation for me to Yokohama to catch the night plane to Seattle.

Since air travel was booked solid, I was sent by train, leaving Osaka at 4:30 p.m., arriving at Yokohama at 10:30 p.m. My seatmate spoke no English, but let me look at his Japanese magazine. My beard seemed to attract quite a bit of interest from the youngsters both aboard and on the platform of the stations we stopped at.

The countryside we passed during the remaining daylight hours was mostly farms nestled in every accessible area of hill and valley.

I was met at Yokohama by our agent and driven to the Haneda airport to catch the midnight flight to Honolulu, arriving there six hours later. Then a four-and-a-half-hour flight to San Francisco, and another three hours to Seattle. There is something about rapid air travel that takes away the feeling of accomplishment one achieves from taking sixty days to cross the ocean on a ship. ☆

IFSMA Welcomes Secretary-General



By Captain
Cal Hunziker,
IFSMA Vice President
#2457-RU

I attended (electronically) the ExCo meeting in London from Mexico, in February. Much of the discussion concerned recruitment of a new Secretary General to replace Captains John Dickie, who resigned in August of 2015, and Paul Owen, who valiantly took on the job as the interim SG for IFSMA.

An advertisement was circulated in early February, requesting CVs from interested parties. IFSMA received a letter of interest and CV from Commodore James Scorer in September 2015, shortly after Captain Dickie resigned. In addition, IFSMA received three additional CVs in response to the advertisement. After

electronic discussion amongst the members of the ExCo, it was decided to extend a contract to Commodore Scorer. He comes with thirty-four years experience in the Royal Navy, thirty of those years as Master mariner in what the British call the Merchant Navy, and eight years as director of Trinity House. He has held many positions that had him dealing with politicians and organizations that write the laws and regulations that we mariners live and deal with in our daily lives.

I wish to welcome Commodore Scorer aboard and look forward to a long and fruitful relationship with him at IFSMA.

This year's AMA will be held in Istanbul, Turkey. I have seen a listing of the papers to be presented and it looks like there will be a lot to digest. Captain Willi Wittig and I will be presenting a revision to the positions held by IFSMA, as well as suggestions on how to streamline and codify the positions process as IFSMA moves forward. 🌐

Infographic shows how the Polar Code protects the environment

IMO: February 15, 2016

A new IMO infographic illustrating “How the Polar Code protects the environment” was launched in February in six languages. It depicts the various environmental requirements and recommendations of the Polar Code relating to oil, sewage, garbage, chemicals and invasive species. This builds on a previous infographic showing what the Polar Code means for ship Safety. The infographic is available for download in six languages: Arabic, Chinese, English, French, Russian and Spanish.

The International Code for Ships Operating in Polar Waters (Polar Code) will enter into force on 1 January 2017 and applies to ships operating in Arctic and Antarctic waters. It provides for safe ship operation and protects the environment by addressing

the unique risks present in polar waters but not covered by other treaties. 🌐

HOW THE POLAR CODE PROTECTS THE ENVIRONMENT

OIL

- DISCHARGES** Discharge into the sea of oil or oily mixtures from any ship is prohibited.
- STRUCTURE** Double hull and double bottom required for all oil tankers, including those less than 8,000 dwt (A/B ships constructed on or after 1 January 2017).
- HEAVY FUEL OIL** Heavy fuel oil is banned in the Antarctic (under MARPOL). Ships are encouraged not to use or carry heavy fuel oil in the Arctic.
- LUBRICANTS** Consider using non-toxic biodegradable lubricants or water-based systems in lubricated components outside the underwater hull with direct seawater interfaces.

SEWAGE

- DISCHARGES I** No discharge of sewage in polar waters allowed (except under specific circumstances).
- TREATMENT PLANTS** Discharge is permitted if ship has an approved sewage treatment plant, and discharges treated sewage as far as practicable from the nearest land, any fast ice, ice shelf, or areas of specified ice concentration.
- DISCHARGES II** Sewage not comminuted or disinfected can be discharged at a distance of more than 12nm from any ice shelf or fast ice. Comminuted and disinfected sewage can be discharged more than 3nm from any ice shelf or fast ice.

GARBAGE

- PLASTICS** All disposal of plastics prohibited (under MARPOL).
- FOOD WASTES I** Discharge of food wastes onto the ice is prohibited.
- FOOD WASTES II** Food wastes which have been comminuted or ground (no greater than 25mm) can be discharged only when ship is not less than 12nm from the nearest land, nearest ice shelf, or nearest fast ice.
- ANIMAL CARCASSES** Discharge of animal carcasses is prohibited.
- CARGO RESIDUES** Cargo residues, cleaning agents or additives in hold washing water may only be discharged if they are not harmful to the environment; both departure and destination ports are within Arctic waters; and there are no adequate reception facilities at those ports. The same requirements apply to Antarctic areas under MARPOL.

CHEMICALS

- DISCHARGES** Discharge of noxious liquid substances (NLS) or mixtures containing NLS is prohibited in polar waters.

INVASIVE SPECIES

- INVASIVE AQUATIC SPECIES** Measures to be taken to minimize the risk of invasive aquatic species through ships' ballast water and biofouling.

BACKGROUND INFO

- THE INTERNATIONAL CODE FOR SHIPS OPERATING IN POLAR WATERS WILL ENTER INTO FORCE ON 1 JANUARY 2017.
- IT APPLIES TO SHIPS OPERATING IN ARCTIC AND ANTARCTIC WATERS ADDITIONAL TO EXISTING MARPOL REQUIREMENTS.
- IT PROVIDES FOR SAFE SHIP OPERATION AND PROTECTS THE ENVIRONMENT BY ADDRESSING THE UNIQUE RISKS PRESENT IN POLAR WATERS BUT NOT COVERED BY OTHER INSTRUMENTS.

DEFINITIONS

- SHIP CATEGORIES** Three categories of ship designed to operate in polar waters in:
 - A) at least medium first-year ice
 - B) at least thin first-year ice
 - C) open water/ice conditions less severe than A and B
- FAST ICE:** Sea ice which forms and remains fast along the coast, where it is attached to the shore, to an ice wall, to an ice front, between shoals or grounded icebergs.
- ICE SHELF:** A floating ice sheet of considerable thickness showing 2 to 50m or more above sea-level, attached to the coast.

IMO INTERNATIONAL MARITIME ORGANIZATION



“Shipping is the only viable delivery mechanism that can support global trade and the global economy,”

IMO Secretary-General Kitack Lim said at the International Cargo Handling Coordination Association (ICHCA) conference in Barcelona (1 March). Highlighting the need to sharpen the understanding and appreciation among the wider public of the shipping and port industries, Mr. Lim emphasized the importance of shipping to the world, saying that the issues the maritime industry is engaged in affect the entire global community.

The 2016 theme was chosen to focus on the critical link between shipping and global society and to raise awareness of the relevance of the role of IMO as the global regulatory body for international shipping. The importance of shipping to

support and sustain today's global society gives IMO's work a significance that reaches far beyond the industry itself.

According to the United Nations Conference on Trade and Development (UNCTAD), around 80 per cent of glob-

al trade by volume and over 70 per cent of global trade by value are carried by sea and are handled by ports worldwide. These shares are even higher in the case of most developing countries. Without shipping the import and export of goods

There are more than 50,000 merchant ships trading internationally, transporting every kind of cargo. The world fleet is registered in over 150 nations and manned by more than a million seafarers of virtually every nationality.

Over the past 50 years and more, IMO has developed and adopted a comprehensive framework of global regulations covering maritime safety, environmental protection, legal matters and other areas. Under this regulatory framework, shipping has become progressively safer, more efficient and more environment-friendly.

World Maritime Day will be celebrated at IMO Headquarters on 29 September 2016, but other events and activities focusing on the theme will be held throughout the year.

The World Maritime Day Parallel Event will be held in Turkey in November 2016. 🌐



PHOTO: COURTESY IMO

on the scale necessary to sustain the modern world would not be possible.

Seaborne trade continues to expand, bringing benefits for consumers across the world through competitive freight costs.

Periodic servicing and maintenance of lifeboats and rescue boats on agenda

IMO: March 14, 2016

Mandatory requirements relating to periodic servicing and maintenance of lifeboats and rescue boats, launching appliances and release gear are on the agenda of the Sub-Committee on Ship Systems and Equipment (SSE), which is meeting for its 3rd session (14-18 March) at IMO Headquarters. The Sub-Committee will work towards finalizing draft amendments to SOLAS chapter III and the draft mandatory MSC resolution on requirements for periodic servicing and maintenance of lifeboats and rescue boats, launching appliances and release

gear, for submission to the Maritime Safety Committee for adoption.

Also on the agenda are matters related to measures for onboard lifting appliances and winches, passenger ship safety, the safety of MODUs, and protection against crushing of people during the daily operation of watertight doors. The session was opened by

IMO Secretary-General Kitack Lim and is being chaired by Dr. Susumu Ota (Japan). 🌐



PHOTO: COURTESY IMO

Ballast Water Management

Notes from the Drafting Work Group

by Captain Jeff Cowan, #3070-RU

On the final day of the “Ballast Water Management- How to do it” Drafting Group, several informal discussions arose on a variety of topics. The Ballast Water Management 2004 directive defines treatment as mechanical, physical, chemical, and biological processes, either singularly or in combination, to remove, render harmless, or avoid the uptake or discharge of Harmful Aquatic Organisms and Pathogens within Ballast Water and Sediments. The regulations will not come into effect until five years after enactment.

Testing water for amount of organisms is outside the realm of common ship-board duties and outside the expertise of all ships traveling in commercial service.

The United States would like to have 100% kill of all organisms. The most effective means to achieve 100% kill is via addition of toxic substances to

water and consequent neutralization of water prior to discharge. Ultraviolet light methods render organisms harmless or sterile, which does not meet the USA standard, even though several international certificating societies have approved several systems. From personal experience, I prefer the UV method over the addition of chemicals. The chemicals needed to treat water require personal protective equipment and supplemental training of personnel. Water treatment requires ship personnel to maintain the system. Companies are adverse to hiring additional crew which would mean placing additional burdens upon the remainder of ship crew.

I expressed dismay that the sample port for ballast water was to be located in the discharge piping. If water is contaminated or water is untreated due to malfunction in the discharge piping, then the ballast water is discharged

into surrounding waters of ship with no recourse. The Nautical Institute expressed particular interest in implications to criminalize the mariner. Other representatives indicated this was outside of the rulemaking process thus far.

Corrective measures of the ballast treatment cannot be ascertained aboard the ship because testing of water is outside the training and experience of ship-board personnel. If a sample is found to exceed the limits of convention remedial measures, it can only be corrected by certified, practiced shore side personnel.

Meanwhile, Pollution Prevention Response (PPR03) draft will not be addressed at the upcoming Marine Environmental Protection Committee (MEPC), according to the chairman of Ballast Water Management Draft Group. 🌐

Captain Cowan attended the meeting as a Nautical Institute Representative.

Cargo residues and tank washings

Notes from (Pollution Prevention & Response 03) 15-19 February 2016

by Captain Jeff Cowan, #3070-RU

Review of MARPOL Annex II requirements that have an impact on cargo residues and tank washings of high viscosity and persistent floating products

The United Kingdom delegation advised that residual products in solid or semi-solid state that wash onto beaches are most likely from ships tank washing outside the legal boundaries. Other flag states agreed and confirmed that they had this problem also. The International Parcel Tanker Association (IPTA) suggested that the reception facility take responsibility for the residues. This necessitates the performance of a pre-wash while alongside the reception facility or going to anchor for pumping out prewash residuals to barge before

departing discharge port.

It was noted that many Third world countries would not have reception facilities to take care of the residuals from prewash. Other representatives voiced that residuals have value and that the reception facility could find a way to separate the residuals to cover some costs.

Further discussion included a warning that if prewash recommendations are not enacted the residual tank cargo problem will continue.

In regard to vegetable oils, a proposal to eliminate the exemption set out in regulation 4.1.3 of MARPOL Annex II to facilitate the carriage of larger volumes of vegetable oils in excess of the 3000 cubic metres tank size limit of ship type

2 vessels, it was noted that a number of delegations advised that this exemption was still being used in their respective countries.

A subset of the discussion included efforts to resolve the issue of Bio fuels. Are they Marplot Annex I or II? The occurrence of biofuels mixed with petroleum products is increasing and carriers need to know how these items should be classed. Reclassification of products containing bio fuel components in MARPOL Annex I & II was considered more comprehensive than could be carried out during this PPR03 session. 🌐

Captain Cowan attended the meeting as a Nautical Institute Representative.



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

Press Release
CMMC
February 2016

Sentencing of Captain Apostolos Mangouras by Spanish courts

Captain in Jail! It can happen in Canada.

The deplorable injustice of the Spanish courts in sentencing 81 year old Captain Apostolos Mangouras to two years in jail for negligence in the 14 year old case where the Spanish Government refused a request for “Place of Refuge” that precipitated the break-up of the tanker “PRESTIGE” is worrisome to Canadian mariners because the same thing could happen in Canada.

Just what the Court expects to punish by this ruling is a mystery. If someone should be in jail, it should be the Spanish who turned a crisis into a disaster by their idiotic decision to order the ship AWAY from the coast into the teeth of a gathering storm, when they were downwind of the storm! A classic example of the dangers of allowing non-mariners to make such decisions.

Canada’s expert panel on Tanker Safety has recommended the formation of “a centralized marine casualty decision-making authority acting in the public interest, similar to those authorities established in the United Kingdom and Australia.”

RECOMMENDATION 3-1:

The Government of Canada should improve the timeliness of decision-making for marine casualties by establishing a centralized marine casualty decision-making authority acting in the public interest, similar

to those authorities established in the United Kingdom and Australia. (<https://www.tc.gc.ca/media/documents/mosprr/TC-Tanker-E-P2.pdf>)

The Company of Master Mariners of Canada deplores the criminalisation of mariners who, in the process of obeying their employer and the law of coastal states, find themselves the innocent victim by professional default.

In Canada, the Migratory Birds Act administered by Environment Canada rather than the Canada Shipping Act 2001, has the power to incarcerate mariners first and ask questions later. This is great encouragement for young mariners seeking a career in the world’s greenest and most efficient mode of transportation. Welcome aboard but read the disclaimer that you may be prosecuted in Canada if we experience a marine emergency and someone else on board violates the Migratory Birds Act – if we survive.

Turkey has just announced that it will prosecute the Master whether he personally had anything whatsoever to do with a case of pollution.

The Spanish court has just proven the old adage that “the law is an ass” and sentenced 81 years old Captain

Apostolos Mangouras to two years for a crime committed by the Spanish government some 14 years ago! They accused him of negligence for obeying their orders.

The Company of Master Mariners of Canada encourages the Government of Canada to act of the Tanker Safety Recommendation to establish a centralized marine casualty decision-making authority that is GUARANTEED freedom from political interference once the crisis is declared. Ships in search of places of refuge and ships in need of assistance to make a port of refuge are nothing new to Canada and in most cases we are successful in saving lives, property and the environment. We need to keep doing it without the mariner having to think: “If I save your life, I might go to jail for it.” 🍀

Rebranding CMMC

by Captain Patrick Gates, CMMC National Master

At the next National Council (BOD) conference call in April, we will vote on the re-branding to Master Mariners of Canada, for promotional events, conferences etc., but we will still retain the copyright to the full name — Company of Master Mariners of Canada.

We will also vote on the proposed changes from National Master to National President, using more business handles for the Executive Council as specified in new document of continuance for Not-for-Profit regulations governing organizations such as ours. 🍀

Arrest of Ships



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

A Master of a well-founded foreign-going merchant ship, safely alongside in a foreign port, may be surprised to see a warrant of arrest of his ship in

that port. To his knowledge, his ship has not had any accident and there has been no incident or injury on board for local authorities to take such an action. To understand such matters he has to understand two very strong, basic and ancient principles of International maritime law: Law of Sovereignty of Nations and Law of Legal Personality of a Ship.

Every ship is under law of the country where she is at any particular time, and not under the laws of her own country and flag. Historically, ship arrest in a foreign country originates under the Law of Sovereignty of Nations'

Law of Legal Personality of a Ship

Again, principle of legal personality of a ship gives rise to maritime liens. If an essential service is rendered to a ship such as supply of provisions, carrying out essential repairs, supply of bunkers etc., it is the ship that is liable to meet those claims, not the owner. Also she may be liable for causing damage in a collision or there maybe an accident on board for which she is liable to a local citizen. The owner may be far away in a different country and may not even be known. A claimant in one country cannot usually sue some one in a different country.

Until very recently, these laws were

usually applicable to that ship which caused some damage or to which a claim is attached. Of late, principle of "sister ship" has been added. If a ship has caused damage or has been rendered a service, a "sister ship" which comes to the same jurisdiction can be called upon to discharge her liability, except that such a ship has to be a real sister or must be under the same beneficial ownership.

The shipmaster on whom an order of arrest is made may not know what happened, how a sister ship was involved, what she did or did not do, for which arrest warrant is issued on his ship! Owners usually discharge such liabilities, but if they don't, she, a sister ship, or a ship under the same beneficial ownership can be made to discharge her debts and/or liabilities. If claims of a national of a country have not been met, he can go to his local court and cause arrest of a ship or sister ship till his claims are satisfactorily discharged. This can only be done under law of that country and under jurisdiction where both the claimant and the ship are. Until recently, a claimant could not take such action in one country when the ship was in a different jurisdiction. But now some countries allow it.

Even though laws pertaining to arrest of ships arise out of these basic principles which are relatively uniform and universal, laws applicable to cause of such arrests are different in different countries. For example, the supplier of bunker fuel has no right to cause arrest of a ship in U.K. jurisdiction, but has that right under American and many other

jurisdictions. There are many other differences in laws of different countries of the world.

Maritime Liens

In common law, a lien is right of a creditor to retain properties of his debtor until the debt is paid. A maritime lien is a privileged claim on a ship as maritime property, for services rendered, or injuries caused by her. The lien may be against the ship, the cargo, freight or even proceeds of her sale. The ship is treated as the wrongdoer, not the owner. Maritime liens attach to ships like a leach, from the time cause of action arose. It is not extinguished if the ship is sold. A lien is extinguished if the ship sinks or is destroyed.

Liens include:

- Wages of ship's master and crew;
- Salvage operations;
- General average claims ;
- Preferred ship mortgages;
- Claims under maritime contracts for repairs, supplies, towage, pilotage and a wide variety of other "necessaries";
- Claims for maritime torts, personal injury and death;
- Collision claims;
- Claims for damage or loss of cargo; and/or
- Pollution claims.

This list is not exhaustive and is not the same under maritime laws of different countries.

Action *in rem* is action against the ship as maritime property, plus cargo or freight, but not against the owner. An action *in rem* is easier and convenient to



institute, if security for compensation is not provided. A court may sell the ship to satisfy the claim.

There is no right to arrest foreign naval ships, though ships owned by foreign governments do not enjoy the same immunity if commercially used. If a government uses the ship for trade it cannot usually plead its ownership as defense.

A lien is discharged or eliminated by paying the claim, waiver, foreclosure, and court sale or destruction of the ship. A lien holder can give up his right of maritime lien by clearly expressed or implied intention. Laches is a form of estoppel for delay. If a person fails to arrest the ship within a reasonable time, it may result in lapse of his claim. Time of delay is determined on a case-to-case basis under local law. An execution sale in rem removes the lien. The buyer of ship in a court sale gets a clean title. Destruction of the ship results in extinction of lien. In partial destruction, a lien continues to attach to her remaining part.

Jurisdictions, Courts, Acts and Conventions

Jurisdiction of Admiralty Courts originated in the U.K. in Saxon times. The High Court of Admiralty was an instrument of Lord High Admiral to hear disputes and offenses pertaining to sea and ships. Its judge was a deputy to Lord High Admiral. The Admiralty Courts Act of 1840 confined this jurisdiction to cognizance of mortgage of ships, questions of legal title, division of proceeds of sale on suits of possession, claims in nature of salvage services, provision of necessities to a ship as well as claims for towage. The Act of 1861 stipulated for claim for damage done by ships.

The British Supreme Court Act of 1981 (now renamed Senior Courts Act 1981) applies against a ship through legal process and gives right to part of the property *in the res* that is the ship. She has to pay for the wrong done, even by forced sale subject to priorities. Maritime lien holders rank prior to other claimants. The act also applies to any claim for loss or damage to goods

carried in a ship, claims for general average, salvage and towage, plus any claim for essential service rendered to a ship. Claims for wages of master, officers and crew have top priority.

Most countries of former Commonwealth of Nations followed English Law while under British rule. After their independence, they exercised admiralty jurisdiction under the 1861 English Admiralty Act and the 1890-Colonial Courts of Admiralty Act. Conventions relating to this are the International Convention Relating to Arrest of Seagoing Ships and

International Convention on Certain Rules Concerning Civil Jurisdiction in Matters of Collision, both signed at Brussels on May 10, 1952. The 1999 Arrest Convention came into force from September 14 2011 after ten states have acceded to it. Many countries which participated in this convention have not yet ratified it. ☆

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 U.K., does not actively practice law.

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Join forces with America's Master Mariners

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

CAMM's issues are your issues

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

CAMM advances the professional profile of our industry

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

CAMM builds partnerships

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

Representation at IMO through IFSMA

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

CAMM is on your side

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

CAMM supports maritime education

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

Apply at www.mastermariner.org/membership



Captain Cal Hunziker, CAMM Past President and IFSMA VP, at the IFSMA AGA in Chile, 2015.



Captain R.J. Klein, right, with Captain Don Marcus (IOMM&P President) and Mr. Marshall Ainley (MEBA President) at the Maritime Industry Sail-in to Congress, 2015.



Captain Jeff Cowan (above) and Captain Michael Murphy (below) participate in Positions discussions at CAMM's 2015 AGM.





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				
Phone	Land:	Cell:	Office:	Cell:

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.
 - 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)

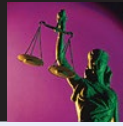
Vessel Served	GRT	Route(s) (dock/harbor sea bouy)	License Issuing Authority	R	S

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 NE 48th Ct. 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: _____

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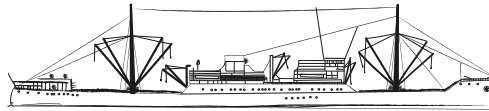
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