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Sidelights

April 2017 Vol. 47, No 2

Published by the Council of American Master Mariners, Inc.

Maritime Industry Sails into Congress



EL FARO Update

The Problem with AQUA Lane

Energizing American Maritime Act Introduced

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.

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“Hull 488” IPA from Tradition Brewery

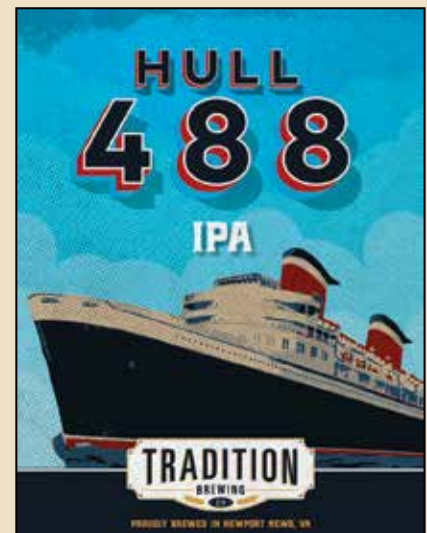
On February 25, 2017, the SS United States Conservancy was proud to witness the release of the signature craft beer Hull 488 in 12-ounce cans. Newport News city officials were in attendance, and there was much enthusiasm shared in support of the SS United States making a grand return to the place where her hull (number 488) was laid.

The energy and support from all attendees is a testament to the enduring power of the SS United States to inspire. Not only did Tradition Brewery donate all proceeds from the silent auction and the sale of Hull 488 at the event to the Conservancy, but they also pledged to donate 5 percent of all proceeds from the sale of cans of Hull 488 going forward!

This IPA has body with generous infusions of Nuggett, Citra and Mosaic hops. The India Pale Ale style IPA is a light-amber color with notes of citrus fruits and a velvet finish. It has a 6.5% ABV and an IBU of 71. At this time, cans of Hull 488 can be purchased exclusively



SS United States provided by SS US Conservancy.



from the Tradition Brewing tasting room. They plan to launch the beer in stores in New York, Washington, D.C., and Philadelphia in the near future. More information can be found at: <http://traditionbrewing.com>. ☆

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capsandberg@mastermariner.org

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Mailing Address: Box 581

Center Moriches, NY 11934

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Captain Joe Hartnett, President

410-867-0556
capthartnett@mastermariner.org

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

Mailing Address: P.O. Box 700

Edgewater, MD 21037-0400

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

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504-394-6866
capthiggins@mastermariner.org

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

Mailing Address: 8112 Ferrara Drive

Harahan, LA 70123

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Captain Michael J. Mc Cright, President

captmccright@mastermariner.org

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

Captain Robert Holden, President

727-784-7595
capholden@mastermariner.org

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

Mailing Address: 50 Baywood Ct,

Palm Harbor, FL 34683

North Pacific Region

SEATTLE / PACIFIC NORTHWEST

Captain R.J. Klein, President

425-746-6475
captklein@mastermariner.org

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

Mailing Address: PO Box 99392

Seattle, WA 98139

COLUMBIA RIVER

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

707-255-6567
captniem@mastermariner.org

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

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Napa, CA 94558-2562

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In This Issue



ON THE COVER

Bow of ship
PHOTO CREDIT JACKHAL
Capitol in Washington, D.C.
ARCHITECT OF THE CAPITOL

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We welcome your articles, comments, illustrations and photographs. Please email to Sidelightsarticles@mastermariner.org or Sidelightseditor@mastermariner.org or mail your submissions to

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

PUBLICATION DEADLINES

Issue	Submission	Release
February	Jan. 22	Feb. 15
April*	March 5	April 1
June*	May 12	June 15
October	Sept. 1	Oct. 1
December	Nov. 1	Dec. 1

*April and June subject to change dependent on CAMM Annual Meeting date



Steamboat Inspection Service License 6

When licenses were a piece of art, circa 1936.

View From the Bridge 7

American mariners should not be treated like second class citizens in their own country!

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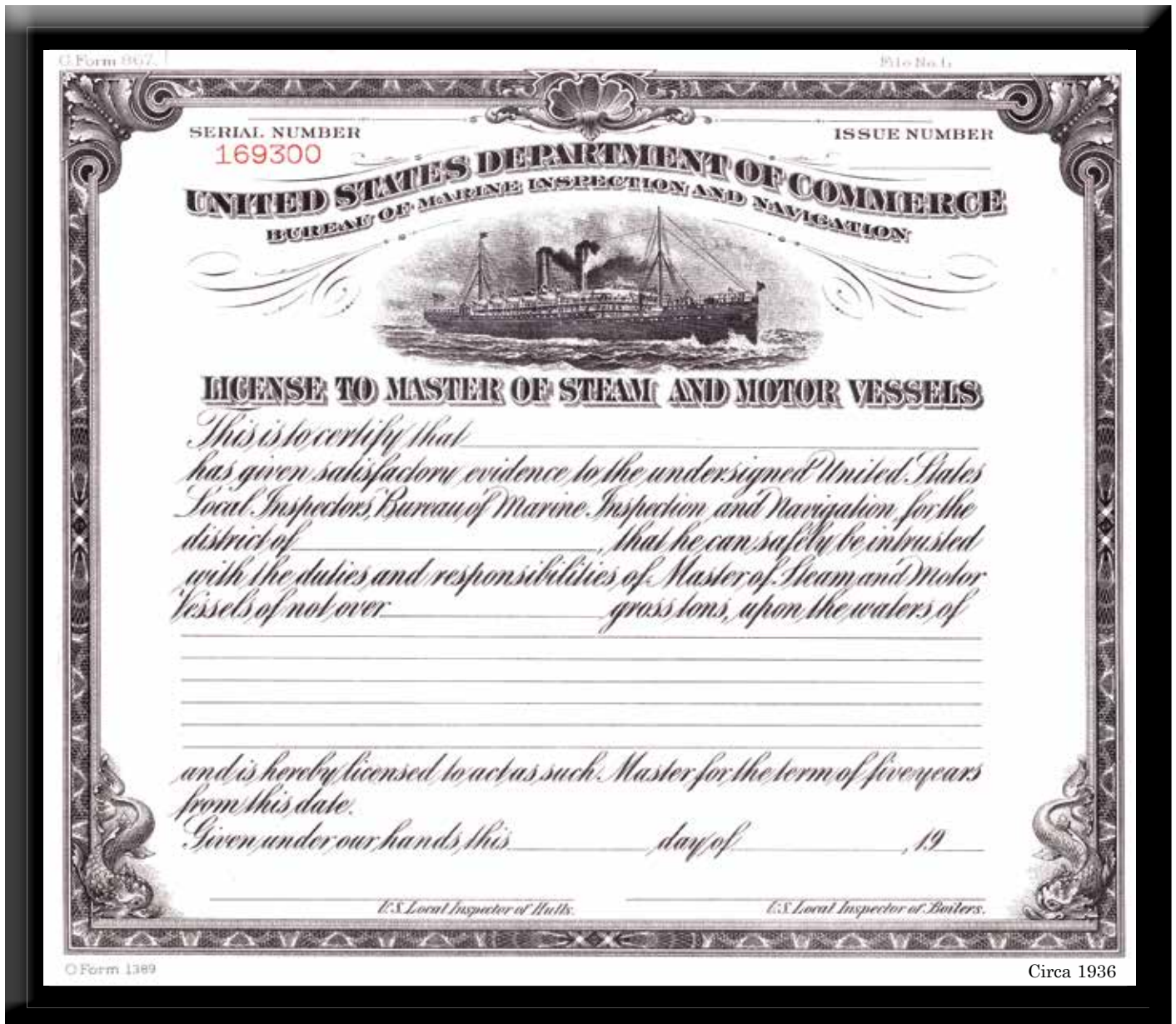
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NOTICE The articles in this magazine are entirely those of the writer, and do not necessarily reflect the views of CAMM nor its Board of Governors. CAMM is an independent professional organization and is not affiliated with nor endorses any union or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

Bureau of Marine Inspection and Navigation License – Master of Steam and Motor Vessels



This appears to be a limited tonnage Master's License as it says, "...Vessels of not over _____ gross tons upon waters of _____." It could be argued that the inspector could strike out the words "not over" and insert "any" on the line before gross tons making it an Unlimited Master's License. ☆

WATCHING OUT FOR MARINERS

American Seamen Treated as Second Class Citizens



*Captain Jeff Cowan
CAMM National
President
#3070-RU*

I recently participated in the Maritime Industry "Sail In," representing CAMM. All groups addressed the same six talking points which included the Maritime Security Program, Cargo Preference, support for Jones Act and the elimination of Conflicting Vessel Discharge Regulations. I left the last item for others to discuss as, being from California, my opinion on this topic is a bit more than strong. Each member of the group had a chance to speak during meetings with various members of Congress and the Senate to help educate them on problems facing the maritime industry and our need for Congressional support (see articles starting page 24.)

We were able to raise an issue that just recently came to light, which is of tremendous interest to me personally, and which should be of concern to all CAMM members. I am referencing the Advanced Qualified Unlading Agreement (AQUA) Lane. I brought up AQUA at all meetings with much fervent discussion. Why? In essence, this agreement treats American seamen as second class citizens in their own country. AQUA Lane allows for cargo originating from a foreign country with no previous security issues to be unloaded (unladen) immediately after a ship is tied up in a participating US Port without Customs (now Customs Border

Patrol or CBP) having to board to clear the cargo. Longshoremen may come aboard and leave via gangway, but the American ship crew may not leave the ship! They must wait until CBP agents come aboard and personally clear them by viewing each and every crewman's ID (TWIC or Credential). This is an astounding restriction because our seamen are the most security vetted seamen in the maritime world.

Every American seaman must have a Transport Workers Identification Card (TWIC) issued by the Department of Homeland Security. They must also possess a sailing credential issued by the United States Coast Guard (which is under the Department of Homeland Security). Under AQUA, American seaman may not go ashore until a CBP agent shows up, but Longshoremen may board/leave the ship while possessing only one credential (TWIC). Does this not fly in the face of the civil rights of our seamen? Does it not seem to be unreasonable?

By law, all ships coming into the USA must send an Electronic Notice of Arrival (ENOA) to the USCG 96 hours (four days) before entering a US port. When I was sailing, I sent the ENOA in seven to eight days ahead of time, knowing that if anything is wrong with initial ENOA, it could hold ship offshore until my ship met the 96 hour criterion. CBP has four days to vet U.S. flag vessels, but must then personally vet everyone aboard ship?

This raises questions: Does CBP have access to the ENOA which includes the Seaman's Passport Number issued by U. S. State Department and/or their Mariner Credential number issued by

Department of Homeland Security via the USCG? Is CBP too taxed to view ship crew data within the 96 hour window? The busiest port in the US is the combined ports of Los Angeles/Long Beach (LA/LB) which has ten (10) to fourteen (14) ship arrivals per day. Given US flag ships only move one percent (1%) of cargo coming into US, this would mean less than one American ship per day on average enters the combined ports of LA/LB. The United States is the only country encountered in my 35 years of going to sea that maintains a personal viewing of crew by boarding officials before allowing them to go ashore.

At a class attended soon after the ENOA regulation was put into effect, an official from Immigration (soon to be CBP) was shown the new requirement. The official was asked, "Given the Notice is sent in so many hours ahead and if nothing is found relevant to criminal activity, why do you still require all of the seamen to appear before your immigration agent?" With a wink that agent replied, "We wouldn't need these personnel."

It's not just CBP jobs that this maintains, it is also a matter of overtime. If a ship comes into port on a weekend, after 5 pm or before 6 am, CBP must pay their personnel overtime which is then passed on to the shipping company. The real reason our seamen cannot go ashore in their own country is not because they are a security threat, but because a shipping company does not want or cannot spend money. On

Continued on next page >>>

the other hand, passing this cost onto US shipping companies is perhaps one more nail into the coffin of American ships involved in international trade. To prevent U.S. taxpaying seamen from seeing their spouses and children because of the inconvenience or cost is offensive. Given this treatment, who would want to begin a seagoing career only to become a second-class citizen?

If the government of this country really respected American seamen, this would not be an issue. Do you recall what facet of our armed forces

suffered the worst fatality rate prior to 1945? It was the almost defenseless American Merchant Seaman whose fatality numbers were only surpassed by our Marine Corps.

I should note that just before *Sidelights* went to press, we learned that the American Company that had originally brought this problem to light, stopped using the AQUA Lane program. This happened immediately following the involvement of CAMM and others in the Sail-In. Congresswoman Julia Brownley, CA District 26 wrote a letter

to Acting Commissioner of the CBP, highlighting the issues detailed above.

CAMM as an organization cares about our American Merchant Marine Masters and Seamen. We make a difference.

Steady as she goes,



Captain Jeff Cowan

New Members

Welcome Aboard

You now have all the benefits of CAMM membership!

#3428-AC Cadet **Joseph S. Farland** of Galveston, TX
Student Texas Maritime Academy
Sponsored by: Captain/Lecturer Mike McCright (CAMM # 2753-S)

#3433-AC Cadet **Max A. Berens** of Los Angeles, CA
Student Cal Maritime Academy
Sponsored by: Captain /Professor Tuuli Messer-Bookman (CAMM # 3293-S)

#3429-RU Captain **Douglas B. Adriance** of Hilo, HI
Retired as Master with Matson Nav. Co.
Cal Maritime Academy, Class of '71
Sponsored by: Captain George N. Zeluff, Jr. (CAMM # 2530-RU)

#3434-AC Cadet **Atilla Diren** of Texas
Cadet Texas Maritime Academy
Sponsored by: Captain/Professor Augusta Roth (CAMM # 3116-S)

#3430-S16 Captain **Kevin B. Walker** of Houston, TX
Licensed Master Mariner (1600 Ton Limit)
Lead Ops. Mgr. for Chevron Deepwater Exploration & Production
Maine Maritime Academy, Class of '95
Sponsored by: Captain Manny Aschemeyer (CAMM # 1548-RU)

#2614-RU Captain **John Edmund Carr** of Katy, TX
Sailed as Master and C/M on LNG Tankers
Currently VP/GM, LNG, for MOSK Bulk Shipping (USA)
Sponsored by: Captain Mike McCright (CAMM #2753-S)

#3431-AC Cadet **Megan Mae Berry**, of Petaluma, CA
Student Cal Maritime Academy
Sponsored by: Captain /Professor Tuuli Messer-Bookman (CAMM # 3293-S)

#3432-S Captain **Samuel James** Crawford, IV of
Toluka Lake, CA
Licensed Master Mariner (Unlimited)
Currently Chief Mate with Crowley
Maine Maritime Academy, Class of '03
Sponsored by: Captain Manny Aschemeyer (CAMM # 1548-RU)

953-L Captain **Eugene A. Olsen** of Pine Bush, NY
Age 89; Joined CAMM in 1965
Retired 1989, 38 years as Master with APL
He and his crew received the prestigious "Gallant Ship Award" from MarAd for their heroic and professional rescue of crew from a stricken vessel

Reinstated Member

Welcome back!

Life Member

Thanks for your long and loyal membership with CAMM!

SECRETARY - TREASURER

Greetings, CAMM Shipmates



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

Dues Report

There has been a good response to the Second Notice for dues that accompanied the general mailing in February. As of mid-March, we had 81% of a CAMM members have paid their 2017 dues. I anticipate over 90% paid by the time I report at the AGM April.

Membership Report

To meet the challenge of increasing our membership numbers, we are currently engaged in an ambitious Membership Drive

for 2017. We expect see an increase to our membership roster over the next few months. I sent out an appeal in January to the most recent 100 members who have joined CAMM, seeking their support and action for bringing in new members from amongst their friends, classmates, family, shipmates, and business associates. We have already had some membership applications submitted - so let's keep that spirit alive and growing for the rest of the year. One particular area of membership expansion has been bringing in Cadets as Associate Members (AC). The recent change in our constitution allows for any Cadet attending a Maritime Academy to become a member of CAMM. Previously there needed to be a Cadet Chpater on Campus before Cadets could join. We have had recent success in recruiting Cadets from Cal and Texas Maritime. We want to spread the campaign to include all the academies: USMMA, Mass, Maine, NY and Great Lakes. If you live near one of the Academies, you may consider sponsoring a Cadet. So again, I ask all CAMM members to do their part by sponsoring a new CAMM member this year. A membership application is located on page 39. Put it to good use!

Financial Report

The CAMM Budget is being met, revenues currently exceed estimates and our expenses are in hand. At the midpoint of the fiscal year we have a comfortable balance with all bills paid and we are in good fiscal shape to meet this year's financial needs. There are two large financial obligations remaining: 1) The updating of the website and 2) expenses for the Joint CAMM-IFSMA conference. Both of these activities are in the budget, but the conference

expenses are often difficult to accurately estimate. I will present our finances to the membership at the AGM in April. NOTE: Any active CAMM member wanting to see copies of those detailed budget report submissions, kindly contact me by email (captmanny41@gmail.com) or phone (951-767-3037) and they will be sent to you promptly.

2017 Joint CAMM/IFSMA International Conference at MITAGS

In mid-February flyers, registration forms, sponsorship sheets, and raffle tickets were mailed to all members. This was to provide the latest informaion on the upcoming 2017 Joint CAMM/IFSMA International Conference to be held at MITAGS. We are very pleased by the response of the membership who have "come up the gangway of the sponsorship boat." They have helped to generate over \$19,000 in sponsorship money.

We have lined up an inspiring list of speakers/presenters who will address the CAMM & IFSMA conference theme: "Protecting and Informing the Master Mariner in the 21st Century." There are several social events planned. They include an evening dinner cruise in Baltimore Harbor; a traditional Maryland Crab Feast; and day tours & luncheons offered to the spouses and guests. The semi-formal Closing Dinner will conclude the event featuring the Lalonde Award and Rear Admiral Joseph Servido, USCG Deputy Commander, Atlantic Area, as the Keynote Speaker. All the latest conference information and data for registration and sponsorships can be found on the CAMM website and in this edition of *Sidelights* starting on page 20. While we will do our best to accomodate last-minute walk-ins, it is best if you register by April 10.

Thanks for your time and interest. As always, I appreciate your continued support for CAMM, and your encouragement, ideas, and financial help as well. Working together CAMM will continue as an outstanding organization into the future!

So until next time, Smooth Sailin' ...

Respectfully,

Capt. Manny Aschemeyer # 1548-RU
National Secretary/Treasurer for CAMM

Council Reports

View and Positions Report

Captain Frank Zabrocky, #1964-RU
Positions Chairman

Sidelights and CAMM Media Report

Captain RJ Klein, Sidelights Editor

The Website Update Committee consisting of President Jeff Cowan, Sec/Treas Manny Aschmeyer, LA/LBC Chapter President David Boatner, and Past President/Sidelights Editor RJ Klein held several phone conferences to produce a voyage plan for our website update. The committee signed a Website Redesign Contract with Premiere Design Studios. We have asked that a prototype be made available for presentation to the membership at the upcoming Annual General Meeting. This will be phase one of the task. How the mastermariner.org emails will be setup and who will host the website will be determined after the rollout of the new design. We expect the new design to be more streamlined and user friendly.

1st Vice President Report:

Captain Joe Hartnett, #2193-RF

I had the opportunity to participate in the 2017 Maritime Industry Congressional Sail In with Captains Cowen and Klein. The participants met with members of the Senate and House of Representatives to discuss the importance of preserving and protecting the U.S. Merchant Marine. Our meetings focused on requesting continued support and funding for maritime programs which are vital to our industry. We also emphasized the fact there are less than 80 U.S. flag blue water vessels; 60 of those vessels are currently enrolled in the Maritime Security Program. Please visit [\[sailin.org\]\(http://sailin.org\) for additional information.](http://www.maritime-</p></div><div data-bbox=)

The membership of CAMM would like to thank Congressman John Garamendi (D-CA) for introducing a new bill on February 28, 2017: H.R. 1240, the ENERGIZING AMERICAN MARITIME ACT. This bill requires that 15% of crude oil and LNG travel on U.S. flag vessels starting in 2020, with that number increasing to 30% by 2025. The bill also requires exporters to provide training opportunities for U.S. mariners to ensure that they are ready for the future job opportunities. This bill has been endorsed by Rep. John J. Duncan Jr (R-Tenn) and Rep. Duncan Hunter (R-CA).

2nd Vice President Report:

Captain Paul Moloney, #1829-RU

Report not available.

North Atlantic VP Report

Captain Frank Zabrocky, #1964-RU

Report not available.

New York Metro

Captain George Sandberg, #1919-RU
Chapter President

The NY/NJ Metro Chapter will hold its next meeting at SUNY Maritime College on Tuesday April 11, from 11:30 to 13:30. Lunch will be provided on the Mess Deck and the meeting will be conducted at the Special Events Room. Guest and non-members are welcome. We intend to review the Chapter By-Laws and discuss plans for the year and the upcoming CAMM-IFSMSA Conference at MITAGS.

Our speaker will be Jim Rogin from the Department of Professional Education and Training at SUNY. He will give a short presentation of the new Tug Barge Simulator followed by a tour and demonstration.

For Chapter meeting information please contact Captain Sandberg at: e-mail: captsandberg@mastermariner.org or call: 631-375-5830 or mail to: Capt. Sandberg, Box 581, Center Moriches, NY, 11934.



New tug barge simulator at Suny Maritime State University, New York

Baltimore/Washington Report

Captain Joe Hartnett, #2193-RP

I would like to thank all of the chapter members who participated in the 2017 Maritime Congressional Sail



In. This is a very important annual event, and hopefully we were able to enlighten members of the Senate and House on the issues that are critical for the future of the maritime industry.

The stranded vessel M/V Newlead Granadino is still within the Port of Baltimore, however, she has been shifted to a lay berth. Fortunately, most of the initial crew members have been sent home. The ITF and the Baltimore community continue to provide for the 6 remaining crew members until they are sent home. The vessel's boiler still requires repair, so the crew is using space heaters to deal with any remaining cold spells in our area. The crew has also been provided with free wireless internet thanks to Believe Wireless Broadband.

We would like to welcome the participants attending the 2017 Joint Conference with IFSMA in Baltimore.

South Atlantic VP Report

*Captain Liz Clark, #997-RU,
Chapter President*

Report not available.

Port Everglades/Miami

Captain Paul Coan, #3021-RU, Chapter President

Report not available.

Tampa Bay

*Captain Ron Meiczinger, #1747-RU,
Chapter Secretary*

The February 14, 2017 luncheon meeting of CAMM Tampa Bay Chapter was held at our regular meeting place at the Columbia Restaurant in Ybor City. The meeting was called to order at 1325 hours by Chapter President Captain Robert Holden with eight members in attendance. CAMM Business:

The annual Spring Brunch will be held at the Lucky Dill Restaurant in Palm Harbor on Saturday March 25, at 1030 in the morning. The address is 33180 US Hwy 19N in Palm Harbor. It is on the West side of the highway. Please let Captain Richard Andrews

know if you will be attending, and if you will be bringing a guest. The cost is \$20 for members, and, as in the past, guests will be guests of the chapter.

The CAMM Annual General Meeting and Professional Development Conference will held be at MITAGS in Baltimore on April 20 and 21. This year it is a joint conference with IFSMA. The IFSMA Annual General Assembly will be on April 18 and 19.

We are looking for speakers for our regular meetings. Let us know if you have any ideas. Regular CAMM Tampa Bay Chapter Meetings are held on the Second Tuesday of each month at the Columbia Restaurant, 7th Ave. and 22nd St., Ybor City, Tampa, Florida (except July, August and September). Meet in the Bar at 1130. Lunch is \$20.00. Please have exact amount or a check made payable to CAMM Tampa Bay Chapter.

Gulf VP Report

Captain Michael McCright, #2753-S

See Houston report.

Mobile Bay

Captain Jerome "Rusty" Kilgore, Chapter President

Report not available.

New Orleans

*CE Horace George, #3223-A,
Chapter Secretary*

The March meeting of CAMM was held at The Port Ministry Center of the Global Maritime Ministries at 3635 Tchoupitoulas Street in New Orleans, at 1200 hours, Tuesday, March 14, 2017.

As usual the luncheon was prepared and served by the volunteers who work with the Mission. This is at no charge but members are urged to make a donation to the Chapter and the chapter will then make a donation to the Center.

The guest speaker was Mr. Michael Colomb, Local Maritime Attorney. He is a member and Past President of the Board of the Global Maritime Ministry and its Executive Committee. He is also a member of NAMMA. He

informed the membership about his work in the shipping industry with regards to MRC 2006. He expounded on the work of the Global Maritime Ministry. The business meeting involved the Chapter's participation in the CAMM conference in April, and an update of the El Faro investigation.

Houston

*Captain Michael McCright, #2753-S,
Chapter President*

Report not available.

South Pacific VP Report

Captain Klaus "Nick" Niem, #2167-RU

Report not available.

Los Angeles/Long Beach

Captain Dave Boatner, #2162-RU, Chapter President

Report not available.

North Pacific VP Report

Captain Cal Hunziker, #2457-R

Report not available.

Columbia River

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

Report not available.

Seattle PNW

Captain Doug Subcleff, #2329-RU, Chapter Secretary

Of note, we just learned that our regular meeting location, McCormick & Schmick's at Lake Union, has unexpectedly closed. Therefore, we were unable to hold our regular March meeting. We will investigate around the Seattle area for a new meeting location. Captain Klein promises that he will post an update on the CAMM website.

On February 9, the Seattle Pacific Northwest Chapter's salute to Women in the Maritime Industry luncheon broke an unofficial attendance record, as 18 out of the 30 attendees were women! Seattle Chapter President, Captain RJ Klein, noted this inter-

Continued on next page >>>

Council Reports

Council Reports >>> Cont'd from page 11

esting statistic during his welcoming remarks. He also observed that this particular luncheon meeting is a great opportunity to recognize the historical and current contributions of women to the merchant marine industry.

The Chapter's business agenda was kept to a minimum. This meeting featured numerous raffle prizes, long stemmed red roses for the ladies, and scrumptious, homemade chocolate table treats (courtesy of Edmond's Candy by Mrs. Jackie Moore).

The women at the meeting represented a variety of chosen roles: as supportive partners of professional mariners and/or with their own outstanding careers in maritime, either afloat and ashore. Included in this group was the guest speaker, Captain Sandy Bendixen, Captain Maija Holston of Washington State Ferries, Chief Engineer (steam and motor any horsepower) Connie Buhl, and Captain/Pilot Deborah Dempsey.

Mr. Roger Ottenbach, a past President of Puget Sound Maritime (PSM) and owner of Cuttysark Nautical Antique, store was introduced and expressed his appreciation to CAMM Seattle Chapter for our involvement with PSM. In particular, our generous support of the Youth Maritime Training Activities program. For more information about Puget Sound Maritime, their website is: <http://www.pugetmaritime.org>.

The printed program described our guest speaker as follows: "Sandy Bendixen worked as Captain of yachts and passenger vessels prior to attending Maine Maritime Academy. After graduation, she sailed aboard RORO ships. Sandy Bendixen has worked in simulation development, navigation instructor and simulator based assessments. In 2010, she joined Crowley as a deck officer and sailed Master. Captain Bendixen sailed Master aboard heavy lift cargo ships, and spent the last two years of her sailing career as Master of

the largest US Flag heavy lift cargo ship conducting voyages to the Arctic and Antarctic, where she acted as ice pilot as well as Captain. She has transitioned ashore as Manager of Marine Compliance for Crowley, conducting underway assessments of Bridge Teams and simulator assessments of Deck Officers."

Captain Bendixen was introduced by Captain Deborah Dempsey, who was recently honored as CAMM Seattle's 2016 Maritime Person of the Year. Captain Dempsey described her first meeting with Sandra and spoke about her accomplishments with SE Alaska and Puget Sound pilotage exams (scoring first in both exams) Captain Dempsey was pleased to announce that Sandra will begin training with Puget Sound Pilots on May 1.

Captain Bendixen's talk began with her recollection of her early years on a family charter boat, and how her high chair was affixed to the chart table. Her grandfather was an esteemed Alaska State Ferry Captain and she recalled being impressed with the profession of piloting. She had a boat before a bicycle, and spent most of her time on the water. After high school, she enrolled at Maine Maritime Academy (MMA), and later met Captain Deb Dempsey, also a MMA graduate.

Captain Dempsey invited her out to Astoria to observe Columbia River Bar pilotage procedures as part of her early training. She described her first third mate's job as challenging and a learning experience, when "You don't even know that you don't know." She expressed her appreciation to mariners like Captain Dempsey, and others present at the CAMM Seattle meeting, who,



Captain Sandra Bendixen presented with flowers by Seattle PNW President Captain RJ Klein following the February meeting. Captain Bendixen was the guest speaker at the luncheon.

as part of the "maritime family", can be so helpful for one's career. Her story of her first trip as 2nd mate - around the world in 84 days - included an entertaining story about the pressures of making a last-minute chart order for 28 ports of call when the ship was suddenly assigned to a new trade route.

As she progressed up the ranks, she discovered that "Once you become Captain, you stop "sailing with other people" - they sail with you. A realization with which many of the master mariners in the room would concur.

Captain Bendixen's matter-of-factly descriptions of her trips to Thule, Greenland and McMurdo station, Antarctica were quite impressive. Due to her Arctic / Antarctic voyages she claims to have a "Bi-Polar" classification. We thanked Captain Bendixen for her talk and we wished her the best with her Puget Sound Pilot training! ☆

Thanks Peter!

In the February 2017 issue of *Sidelights*, the final chapter of the book, *Peter, the Odyssey of a Merchant Mariner*, was published. *Sidelights* Editor, Captain RJ Klein, expressed his thanks to author, Captain Peter Chelemedos for allowing his book to be published, chapter by chapter, in issues of *Sidelights* since 2010.

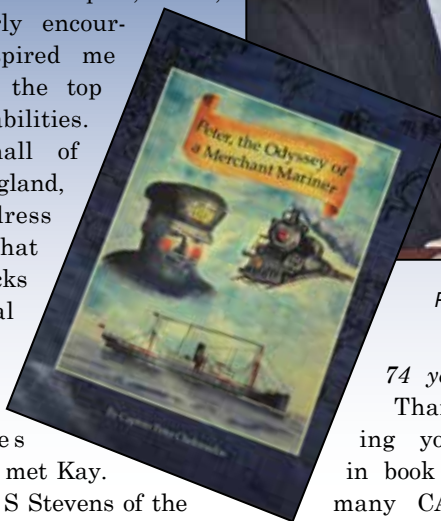
Peter's book is the definition of "a good read," a very candid, well-written autobiographical account of his many years of adventures, that began with him leaving a difficult home situation at a young age, hitch-hiking and riding the rails back in the Depression-era 1930's.

What was not published in *Sidelights* was Peter's book "Acknowledgements," written back in 1992, in which he expressed his thanks to the many people he met in his travels, and, in particular: "Captain Martin of the *Southern Lady*, who consented to sign me on his ship as Deck Boy, thus giving me my start at sea. The Engholm family at Silvis, Illinois, who took me in for Christmas dinner and became my 'second family.' The late Rev. David McDonald

of the Seamen's Church Institute in New York City, whose efforts along with 'Mother Ropeyarns' got me into the navigation school. My pen pal, the late Beverly Jeanne Fulwider of Davenport, Iowa, whose sisterly encouragement inspired me to head for the top of my capabilities. John Marshall of Cheshire, England, whose address given me that day on the docks of Montreal gave me entry into the British Apprentices Club where I met Kay. Captain Earl S Stevens of the *SS West Jaffrey*, who encouraged me to learn ship's business as well as navigation and start me toward the Officer's Candidate School. And to Kay Hamilton, who saw enough potential in me to become my wife for more than forty-eight years. ☆" (2017 Editor's note: now make that



Peter Chelemedos



74 years of wedded bliss!). Thanks Peter for sharing your stories, not only in book form, but also at the many CAMM Seattle meeting you have attended over the years.

Note: The first and only edition (1992) of *Peter, The Odyssey of a Merchant Mariner* can still be found in many libraries across the country, as well as available for sale at bargain prices on amazon.

CAMM at CMA's Spring Career Fair

By Captain Manny Aschemeyer,
#1548-RU

On February 14, the Council of American Master Mariners was one of several sponsors and exhibitors at the "Spring Career Fair" held at California Maritime Academy in Vallejo, Calif. Over 60 organizations and firms participated, with many offering job prospects to the Class of 2017. CAMM provided information and assistance to cadets and graduates to aid in the pursuit and development of their career.

CAMM's National Secretary/Treasurer, Captain Manny Aschemeyer and Captain/Professor Tuuli Messer-Bookman (#3293-S) staffed the booth

(pictured right). Captain Messer-Bookman instructs First and Second Class Cadets in CMA's Marine Transportation (Deck) Department. She is CAMM's Faculty Advisor on the Cal Maritime Academy campus as CAMM is creating a CAMM Cadet Chapter there. To date, we have signed up a half-dozen cadets and this event provided an opportunity to recruit more.

We passed out CAMM membership application forms to cadets and recent Cal Maritime Academy graduates who attended. Visitors received copies of *Sidelights* magazine and information about our upcoming 2017 Joint CAMM-



Captain/Professor Tuuli Messer-Bookman and Captain Aschemeyer at the CMA Job Fair

IFSMA Conference at Baltimore. Booth visitors included CAMM Members and Cal Maritime Academy Grads Captain Larry Teague (#1497-RU) and Captain Peter Bonebakker (#1543-RU), and CAMM's National VP-South Pacific Region and San Francisco Bay Chapter President Captain Klaus "Nick" Niem. ☆

Looking for a Spiritual Mentor

Growing up in Port Arthur, Texas, I would watch the ships sail along the Port Arthur Ship Channel. Their superstructures like buildings moved across the top of the trees.



by Father
Sinclair Oubre
CAMM Chaplain
#3220-A

sea. I watched every episode of *Jacques Cousteau, Voyage to the Bottom of the Sea, Sea Hunt*, and all the black and white documentaries on World War II naval battles. I even had a Navy sailor GI Joe. Even though I had this strong attraction to the sea, by 4th grade, I felt I wanted to be a priest. There didn't seem to be any way of putting these two things together, and anyway, God made sure that I did not know of the existence of Texas Maritime Academy in Galveston, only 80 miles from my home. However, in the seminary, I met a seminarian from Lafayette, Louisiana, who had worked on Gulf workboats. He talked about life at sea, and he offered to help me get on with a boat company in Morgan City, Louisiana.

During Easter break of my sophomore year, we traveled to Morgan City, picked up an Intention to Hire letter from the boat company, and headed over to New Orleans, where we held our own with the other partiers. Showing up at the New Orleans Coast Guard office, I looked and felt a whole lot like Arlo Guthrie when he showed up at the induction office in Alice's Restaurant. After showing the letter, and being asked a few questions, the

Coastie signed off on my paper work, and soon, I had my first z-card. That summer of 1978, I began my sea career sailing on the 165' gulf-stack-workboat, M/V South Tide and 185' M/V Tropic Tide. The next summer, I sailed as the saloon messman on the tanker S/S Guadalupe.

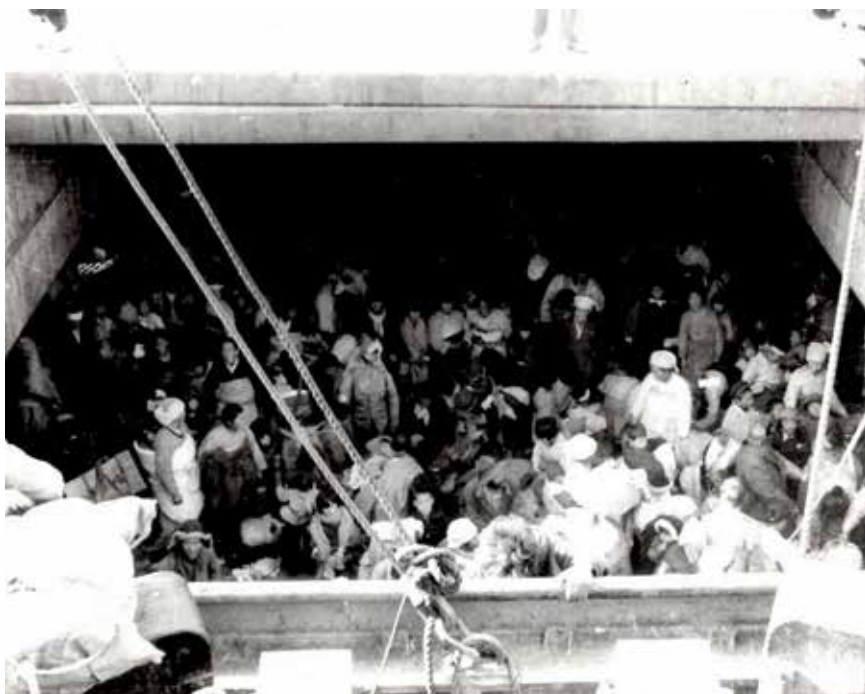
In 1986, I was ordained a priest, and then in 1990, I joined the Seafarers International Union, and have sailed on most of my vacations with them as an AB. I have served on Jones Act-tankers, ocean-going tugs, and even on a cable ship. My last voyage was in 2015, working for Crowley on their Jacksonville-San Juan run. However, with all my theological and maritime experience, I was making it up as I went along, and wished that there was someone who could share some light on how one combines religious life and seafaring. With the publication of Bill Gilbert's book, *Ship of Miracles*, I was introduced to the captain who became a monk, Captain Leonard LaRue/Brother Marinus. Sadly, by this time, he already had passed away on October 21, 2001.

As a priest and a merchant mariner, the story of Captain Leonard LaRue captivated me. Here was a man who graduated from the Pennsylvania Nautical School in 1934, and was a veteran of World War II Merchant Marine



SS Meredith Victory at Hungnam, North Korea in 1950

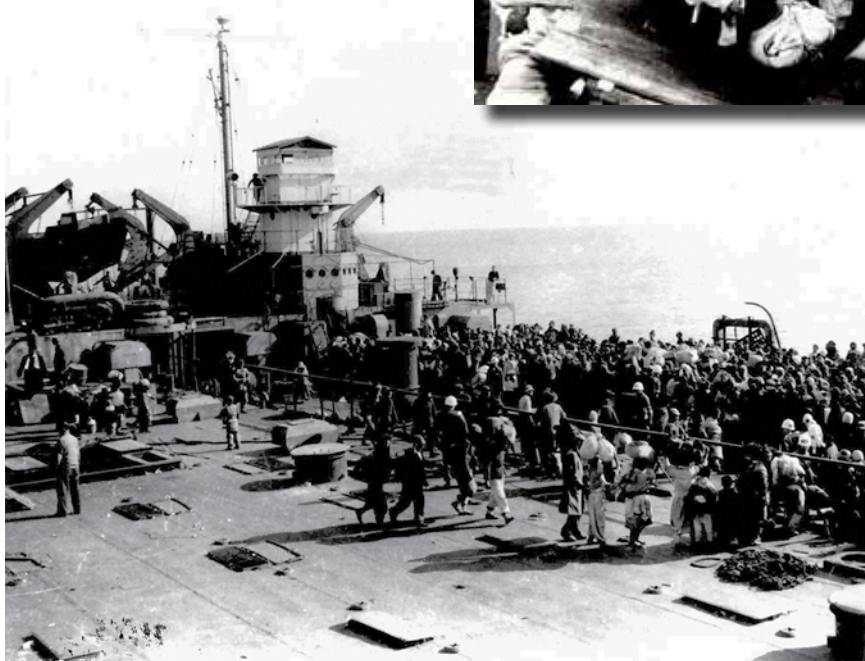
operations in the North Atlantic. He was a faithful Catholic who, before sailing the S/S Meredith Victory to Japan, stopped at Old St. Mary's Church in San Francisco to pray. When the Meredith Victory was laid up in 1952, Captain LaRue took up the command of the S/S Mormactide from 1952-1954, and then came ashore. Yet, he did not follow the regular course of ship masters by joining the office staff at Moore-McCormack. Rather, responding to a call to serve God in a different way, this man, who was a leader of men, and the savior for 14,000 Koreans over Christmas of 1950, joined the Abbey of St. Paul in Newton, New Jersey, and took final vows as a Benedictine monk. Even as a monk, taking the name of Brother Marinus, Captain LaRue did not follow the typical path. This would have had Brother Marinus attending graduate school, receiving a master's degree in theology, and receiving Holy



Top: SS Meredith Victory with refugees taking shelter in the hold.

Right, refugees board at Koje Do, South Korea.

Bottom, SS Meredith topside.



Orders to the priesthood. Instead, this ship captain took on the monastic equivalent of a messman. He performed the menial tasks of dishwashing, working in the gift shop, and ringing the abbey's wake up bell each morning.

The more I read about Captain LaRue/Brother Marinus, the more I felt that I had missed an important opportunity to learn from a great mariner, and a humble and prayerful monk. At the same time, I grew to believe that this was not only a great merchant mariner who braved the wolf packs and the Luftwaffe while sailing in the Murmansk convoys, a great ship captain who did not waiver when asked to evacuate 14,000 Koreans from the port

of Hungnam, a man of deep faith with a profound personal relationship with Jesus Christ, but also a saint. One can almost hear the scoffers saying, "A merchant seaman, a saint?" But for me, I truly believe that he was a saint, and as

people learn more about him, they too would recognize that this was a man who shows us what great things can be done when people let God guide their lives.

Captain LaRue/Brother Marinus shows us that real miracles are happening all around us. For those who know about the Murmansk convoys, to survive these voyages was no small miracle. When Captain LaRue took on 14,000 Korean refugees, the Meredith Victory miraculously avoided the shelling from the advancing Chinese troops,

Continued on next page >>>

Spiritual mentor>>> Cont'd from page 15

and the mines in Hungnam's harbor. In a difficult and harsh Korean winter, with thousands of refugees on the Meredith Victory's main deck facing the harsh winter seas, it was a miracle that no one died of exposure. I believe that it was truly a miracle that St. Paul Abbey was saved from closure. By October, 2000, only a handful of monks remained at the abbey. Discussions had begun for the closing of the abbey, and moving the remaining monks to other abbeys. Then, Korean Benedictine monks came to the abbey's rescue. On Oct. 12, 2001, Father Kim, of Waegwan Abbey in Korea, accepted the mission to send monks to St. Paul Abbey in Newton, New Jersey. Two days later, on October 14, 2001, Brother Marinus died at the age of 87, and two months later, the first Korean monks arrived at St. Paul Abbey. When a vessel is in imminent danger, the ship's master looks for a harbor of refuge to run in. I believe that through the prayers and petitions of this old ship captain, St. Paul Abbey was brought to that harbor of refuge, and once that was completed, Captain LaRue/Brother Marinus' work was done on this earth.

It is one thing to believe that someone is a saint. It is another thing for the Catholic Church to proclaim it. This is a process that has many steps, much research, significant expenses, and takes decades to complete. First, once the local bishop becomes aware of the possibility of a cause for sainthood, he begins an initial investigation into the person's life. If this initial inquiry demonstrates that there is a possibility of a cause, the local bishop begins a more in depth inquiry by ordering the gathering of the documentary proofs. If no insurmountable difficulties appear, he will proceed to hear witnesses and, then close the inquiry. The local bishop will send the acts to the Vatican

congregations, who will study the evidence presented in the Inquiry, and issue a nihil obstat, that is "nothing stands in the way." At this point, the person being proposed for sainthood, receives the title of Servant of God, and the real work begins. The local bishop sets up a formal process to gather additional evidence. When this has been completed, it is then sent to the Congregation for the Causes of Saints, where a person called a Postulator will oversee the advancement of the cause. After the Postulator has completed his inquiry, the Congregation will vote on the cause, and if they approve it, they will recommend it to the Holy Father, who considers their recommendation, and if in agreement, he will issue a Decree of Heroic Virtue. There is no appeal to the Holy Father's decision. If his decision is positive, the Servant of God is given the title of Venerable.

When the Congregation for the Causes of Saints approves a miracle attributed to the Servant of God, and with the Holy Father's approval, a Decree of a Miracle is issued. The Servant of God can be beatified. He now receives the title of Blessed. When a second miracle is approved by the Congregation for the Causes of Saints, and by the Holy Father with a Decree of a Miracle, the person can be declared a Saint by the Holy Father through the Rite of Canonization. In the meantime, there is a need to make known the person's heroic virtue among the faithful, and encourage the faithful to pray for the advancement of the person's cause. In addition, a guild should be formed to assist in the promotion of the cause, and to raise the resources necessary for the cause. The faithful should also ask for the intercession of the Servant of God, and report any favors received to the local bishop who will then communicate them to

the Postulator and the Congregation.

I have tremendously oversimplified the process which can take decades to complete, and has many substeps. This process can seem overwhelming at the beginning. However, every cause begins with the same first step, and comes to completion because of the heroic virtue of the person, and the continued prayer and support of the faithful. While this process is beginning, join me in praying for the cause of Captain LaRue/Brother Marinus, and that our initial steps will bear fruit. Here is a prayer that you can use:

God, our Father, Creator of the seas, Protector of refugees, and all those in need, you called Captain Leonard LaRue to recognize Your Son Jesus Christ in the faces of the Korean refugees, and led Brother Marinus to a life of prayer and service in the tradition of St. Benedict. Let his life be an inspiration to us, and lead us to greater confidence in Your love so that we may continue his work of caring for the people of the sea, welcoming those who are refugees from war, and deepening all the faithful in their prayer and work of service. We humbly ask that you glorify your servant Captain Leonard LaRue/Brother Marinus on earth according to the design of your holy will. Through Christ our Lord. AMEN ☆

Editor's Note: This article first appeared December 2016 in the American Merchant Marine Veterans News. Fr. Sinclair first wrote about Brother Marinus in October 2015 Sidelights - "Can a Sailor be a Saint." http://www.mastermariner.org/sidelights/issues/Sidelights_Oct2015.pdf(page 14)

CROSS'D THE FINAL BAR

CAPTAIN ROBERT W. ATTHOWE (# 2791-L)

Captain Robert W. Atthowe (# 2791-L) “Crossed the Final Bar” on January 25th, 2017. He was 92. He was a CAMM member for over 20 years and had been active of the San Francisco Bay Chapter for a long period. He had been elevated by the CAMM BoG to “Life Member” status last year. In a note, he sent in last year, Captain Atthowe indicated that he was “very proud and pleased” with having received that honor and distinction of becoming a Life Member. Captain Bob Atthowe was a graduate of the California Maritime Academy (Class of '44) and was proud of his Alma Mater. CMA helped him in launching his successful career. His son, Captain William H. Atthowe, followed in his father’s charted course, attending Cal Maritime Class of '75, a CAMM Member (# 2921-RP), and has retired from San Francisco Bar & Bay Pilots. Adding to Captain Robert Atthowe’s legacy, his grandson, Anthony M. Atthowe, attended and graduated from CSU Maritime Academy with the Class of 2011. So there were three generations of Atthowes’ that have passed through CMA and having sailed aboard three different T/S GOLDEN BEAR ships. The Senior Captain Atthowe first went to sea during WWII, he eventually came ashore after marrying his high school sweetheart Betty Toti (whom he had dated during his matriculation at Cal Maritime). He found a new calling in Law Enforcement – serving with distinction in the Oakland Police Department for over 25 years. During his last two years at the O.P.D., he also worked as a licensed Master (he had never let his USCG license lapse) on vessels Komoku and Las Plumus, renewing his love for the water. While procuring his pilotage qualifications for that job, he was introduced to the California Island Pilots Association – thus beginning his second 15-year career as a ship’s pilot on San Francisco Bay. Talk about “coming full circle” Additionally, he had signed up with the U.S. Coast Guard Reserves, and served with distinction, retiring as a Commander after 25 years. He worked three days a week at the Oakland Produce Market, and served as a volunteer fireman at the Race Track in Emeryville, CA. His first wife Betty preceded him in death in 1986, after 43 years of marriage. Near the end of his second career as a ship’s pilot on San Francisco Bay, Captain Atthowe married his second wife, Katherine Bigaman. Katherine and Bob had a 23-year marriage together, and they traveled extensively after his retirement. Captain Bob Atthowe is survived by his three children: Dana, Carol, and Bill, seven grandchildren and seven great-grandchildren.

CAPTAIN EDWIN CHARLES KAMINSKI (#735-L).

Captain Edwin Charles Kaminski (#735-L). died March 23, 2016. Born in 1919 in Rochester, NY. He embarked on an illustrious career on the high seas after graduating from the New York Maritime College and the U.S. Merchant Marine Academy at Kings Point. He did postgraduate studies in U.S. Navy schools and in nuclear technology at Kings Point. This enabled him to sail as Master of the N. S. Savannah. During WWII, Captain Kaminski served as Master of the Liberty ship S.S. George Dewey in the North Europe and Mediterranean areas and as Commodore of convoys crossing British coastal waters to the Normandy. After the war, Captain Kaminski sailed as Master for American Export Lines and was Staff Captain on the S.S. Independence and S.S. Constitution. Captain Kaminski worked ashore as Operations Manager for American Export. He later returned to sea and sailed as Master for Farrell Lines until his retirement.

CAPTAIN MAXIM “MAX” PRENOVICH (#799-L)

Captain Maxim “Max” Prenovich (#799-L), of Clearwater, FL, died February 16, 2015. He was 94. Captain Prenovich graduated from the United States Merchant Marine Academy at Kings Point, NY and worked as a Sea Captain for much of his life. He was a member of the American Legion Post in Tampa, and a Life Member with the Council of American Master Mariners. Max was married to the love of his life Maria for 64 years.



S.S. EL FARO update

The third and final Coast Board Marine Board of Investigation (MIB) was completed on February 17, 2017.



By Captain Doug Subeleff #2329-RU

A total of six weeks of hearings have been held in Jacksonville, Florida since the EL FARO sank in the waters north of Bahamas on October 1, 2015. The National

Captain Loftus's letter focused on a number of issues, including ship schedule pressures, the International Safety Management Code (ISM), the Alternate Compliance Program (ACP),

and Standards for Certification and Watch Keeping (STCW). He also wrote of his own experiences with ABS inspections, and then made numerous suggestions to help with the EL FARO investigation process, including future recommendations. (Worth reading!)

After the public hearings is the "Analysis Phase," for the MBI and NTSB investigators. The timeline for this is unknown, most likely a few months before a final report is released. In his final statement on February 17, Captain Neubauer stated: "In closing I want to emphasize that the members of the MBI are conducting the investigation with a profound sense of duty, to identify the incident's causes and push for any needed changes to enhance maritime safety. Even though the public side of this investigation is coming to an end, please rest assured that we will work to continue in earnest as a report is drafted and the recommendations are generated."

The loss of the S.S. EL FARO with no survivors is the most significant U.S. flag cargo vessel loss since the sinking of the S.S. MARINE ELECTRIC, 34 years ago, on February 12, 1983, when 31 out of 34 crew lost their lives.

There are many parallels with these



two tragic casualties and their subsequent investigations. The cause of the MARINE ELECTRIC capsizing and sinking was mostly attributed to the wasted plating of hatch covers and main deck, the age of the ship, and the heavy weather. USCG recommendations included a more enhanced inspection program, particularly for vessels over 20 years old, which led to the scrapping of 70 vessels of WWII vintage over the next few years.

Regarding the cause of the sinking of the SS EL FARO, most agree that there are multiple factors that error-chained their way to this tragedy. The challenge for USCG MIB and the NTSB is to put all of the investigative pieces together to form a coherent, analytical chronology of the EL FARO loss that would help shed light on what corrective actions are needed to improve the safety of our ships and those who sail on them.

Editors Note: Additional information can be found on the Internet, including TOTE Maritime's EL FARO Incident Update site: <http://elfaro-incident.com/>. This site has several useful links. On March 4, 2017, 60 Minutes aired a segment updating the incident. <http://www.cbsnews.com/videos/voices-of-the-lost>. ☆

Transportation Safety Board (NTSB) was also present, as an independent investigative party, and will issue a separate report of findings and recommendations.

On the hearing's final day, the first three rows of seats were reserved in honor of the 33 crew. Each seat had a black ribbon attached to it. At the end of the session, MBI Chair, USCG Captain Jason Neubauer, called for a 33 second moment of silence as the names of the mariners were projected on to a screen. These last 10 days of Hearing #3 are still viewable on the internet: <https://livestream.com/USCGinvestigations/events/6979381>

Throughout the hearing process, the USCG welcomed public comments, particularly from anyone with relevant information and/or maritime experience that could be helpful with the investigation. One recent input was from Captain John Loftus, a Master Mariner with 42 years of experience that included many years as a ship's Master with Horizon Lines on the Jacksonville / Puerto Rico run. His "Open Letter to Investigators" was published on the gCaptain website at: <http://gCaptain.com/el-faro-open-letter-investigators/>.

CAMM Exhibits and Sponsors at 2017 Maritime Security Conference



*Captain
Manny Aschemeyer
CAMM National
Secretary-Treasurer
#1548-RU*

The Council of American Master Mariners continued its role as a supporting organization with Homeland Security Outlook, Inc. when CAMM participated

where over 200 attendees gathered for coffee breaks, meals, and networking receptions. Over 20 exhibitors were in attendance. A host of vendors, suppliers, and manufactures from around the country and overseas featured state-of-the-art technology, security and monitoring systems, and other equipment for enhancing port and vessel security and safety at all levels. Captain Mike McCright (CAMM's National Vice President for the Gulf Coast, and President of CAMM's Chapters in Houston and at TAMUG) and Captain Manny Aschemeyer (CAMM's

National Secretary/ Treasurer) manned the booth in Galveston and help inform this segment of the industry about the organization and its mission. The next Maritime Security

Conference for 2017 will be in Tacoma, WA on September 20-22. CAMM will be in attendance with Captains RJ Klein, Don Moore, and others from



Captain Michael McCright (left) and Captain Manny Aschemeyer

in the Maritime Security Conference East held in Galveston, TX March 7-9, 2017. This maritime security event moves from coast-to-coast in conducting their East/West conferences at various U.S. ports. CAMM's relationship with the Maritime Security Conferences began in 2014 when they participated in the event in Tacoma, WA (2014 MSC West). Since then, CAMM has been a sponsor and has had a display booth at all the conferences. In 2015, the meetings were held in Jacksonville, FL, San Diego, CA, and in 2016 Norfolk, VA, and Everett, WA which were the host ports.

In return for a full-page color ad in *Sidelights* magazine promoting the events, CAMM receives three passes to the conference for CAMM officials, an exhibit booth, and is listed as a sponsor. These meetings have garnered CAMM added exposure and recognition in the industry. Through this participation CAMM has brought in several new members, advertisements for *Sidelights*, and even some raffle ticket sales for the annual fundraiser. It's been a "win-win" for CAMM and MSC.

The recent experience in the Port of Galveston saw CAMM's display booth favorably positioned in the exhibit hall,

the Seattle PNW Chapter helping in our efforts to promote CAMM. For more info on this event, go to: <http://www.maritimesecuritywest.com/> ☆



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Winner need not be a CAMM member nor present to win.

Winner drawn April 21, 2017 at the Closing Dinner of CAMM/IFSMA Conference in Baltimore, MD. Order tickets online at www.mastermariner.org
Or mail check payable to: The Council of American Master Mariners, Inc.
30623 Chihuahua Valley Rd, Warner Springs, CA 92086-9220

Proceeds help CAMM carry out its mission statement.



**Professional Development Conference
Annual General Meeting**
Thursday, April 20 & Friday, April 21

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Event Chairperson

Captain Jeff Cowan captcowan@mastermariner.org

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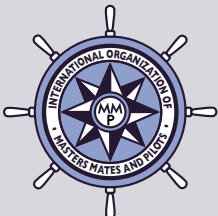
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Captain Alan Dougall



Monday, April 17

Golf Outing
Welcome
Reception

Tuesday, April 18

IFSMA AGA - Professional Papers Presentation
Guest Outing - Tour of Washington, D.C.

Wednesday, April 19

IFSMA AGA
AM - Continue Professional Papers Presentation
PM - Annual General Assembly Meeting

Thursday, April 20

CAMM Professional Development Conference
Guest Outing - Tour of Historical Annapolis

Friday, April 21

CAMM General Business Meeting
Council Business - Views & Positions

Friday Evening, April 21

CAMM-IFSMA Closing Dinner
Keynote Speaker: Rear Admiral Joseph A. Servidio
Lalonde 'Spirit of the Seas' Award
Award Cash Raffle Drawing

www.mastermariner.org/2017camm-ifsma



- IFSMA Conference

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Annual General Assembly
IFSMA Papers
Tuesday, April 18 & Wednesday, April 19

Closing Dinner Keynote Speaker

Closing Dinner

Rear Admiral Joseph Servidio, Deputy Commander Atlantic Area

Rear Admiral Joseph A. Servidio assumed the duty of deputy Commander, Atlantic Area in July 2016. As Deputy Commander, he is responsible for all U.S. Coast Guard missions within a geographic region that spans the Rocky Mountains to the Arabian Gulf, and encompasses five Coast Guard Districts and 40 states.

Rear Admiral Servidio is a 1982 graduate of the U. S. Coast Guard Academy in New London, Connecticut, earning a Bachelor of Science Degree in Ocean Engineering. He has also earned three Masters Degrees.



Featured Speakers

Professional Development Conference

Professional Papers Presentation Tuesday, April 18

- Captain George Quick - *Autonomous Ships*
- Captain Tugan Isiacik – *Maritime Cyber Threats*
- Captain Allan Graveson – *To the Masters Satisfaction*
- Captain Fritz Ganzhorn – *Administrative Burdens*
- Oceans Beyond Piracy, update on Piracy - *Speaker TBD*
- Captain John A.C. Cartner, Ph.D. - *Criminalization of Shipmasters*

Professional Development Conference Thursday, April 20

- Captain Kip Louttit – *Under Keel Clearance*
- Captain Christan Hempstead – *ECDIS Training*
- Mr. Jim Patti – *U.S. Maritime Legislation*
- Captain Peter Langbein - *New Electronic Age*
- Captain Dana Goward – *Reliable, Resilient Navigation*
- Mr. Glen Paine – *Navigations Skills Assessment*

	<p>Captain:</p>	<p>Meeting Break:</p> <p>Captain Frank Zabrocky</p>	<p>Contributor:</p> <table border="0"> <tr> <td>Bayshore Marine</td> <td>Captain Fitzgerald</td> </tr> <tr> <td>SeaSandMarine</td> <td>Ms. Milliard</td> </tr> <tr> <td>Captain Caicchio</td> <td>Captain Quick</td> </tr> <tr> <td>Captain Corso</td> <td>C/E Horace George</td> </tr> <tr> <td>Captain Triandafilou</td> <td>Captain Carlson</td> </tr> <tr> <td>Captain Caffrey</td> <td>Captain Cox</td> </tr> <tr> <td>Captain Huggins</td> <td>Captain Green</td> </tr> <tr> <td>Captain Holden</td> <td>Rear Admiral Krinsky</td> </tr> <tr> <td>Captain Riggs</td> <td>Captain Petersen</td> </tr> </table>	Bayshore Marine	Captain Fitzgerald	SeaSandMarine	Ms. Milliard	Captain Caicchio	Captain Quick	Captain Corso	C/E Horace George	Captain Triandafilou	Captain Carlson	Captain Caffrey	Captain Cox	Captain Huggins	Captain Green	Captain Holden	Rear Admiral Krinsky	Captain Riggs	Captain Petersen
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Captain Riggs	Captain Petersen																				



Registration Form 2017 CAMM-IFSMA Conference

*Registration and payments may also be made online at www.mastermariner.org/2017camm-ifsma

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: _____

Name Guest 1: _____ Name Guest 2: _____

Events (Put a check mark in the boxes you plan to attend)						
	Event		Attendee	Guest 1	Guest 2	Total
Monday April 17	Golf Outing: Includes green fees, balls, cart & lunch	\$80 / golfer				\$
	Welcome Reception in Hotel Lobby	No Charge				Free
Tuesday April 18	IFSMA Professional Papers Presentation	No Charge				Free
	Guest Outing: Tour of Washington, D.C.	\$50 / person				\$
	Maryland Crab Feast	\$70 / person				\$
Wednesday April 19	AM: IFSMA Professional Papers Presentation PM: IFSMA Annual General Assembly (AGA)	No Charge				Free
	CAMM-IFSMA Welcome reception Hosted by MITAGS	No Charge				Free
Thursday April 20	CAMM Professional Development Conference	\$60 / person				\$
	Guest Outing: Historic Annapolis	\$50 / person				\$
	Baltimore Dinner Cruise	\$70 / person				\$
Friday April 21	CAMM General Meeting (AGM)	\$60 / person				\$
	Closing Dinner (Meal to be Surf & Turf)	\$70 / person				\$
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" and mail to:

Captain Manny Aschemeyer, CAMM-IFSMA Conference, 30623 Chihuahua Valley Rd, Warner Springs, CA 92086-9220



Sponsorships Available for 2017 Joint CAMM – IFSMA Conference

The Following Sponsorships Include:

- Inclusion of company promotional items in the Welcome Kit (given to all attendees)
- Acknowledgments made from the lectern during all meetings and plenary sessions
- Company logo posted prominently on CAMM annual meeting web page
- Company logo featured on event promotion page in *Sidelights*, CAMM's magazine

Blue Riband - \$10,000

- Two (2) tables of eight (8) for the Joint IFSMA/ CAMM Banquet, priority seating
- Ten (10) tickets for the dinner cruise event; and to the "casual social event"
- Priority placement of company logo in all event-related print materials
- Preferential placement of six-foot table for promotional display

America's Cup - \$5,000

- One (1) table of eight (8) for the joint IFSMA/CAMM Banquet, priority seating
- Six (6) tickets for the dinner cruise event; and to the "casual social event"
- Priority placement of company logo in all event-related materials
- Preferential placement of six-foot table for promotional display

Commodore - \$3,000

- Four (4) tickets for the joint IFSMA/CAMM Banquet
- Four (4) tickets to the dinner cruise event OR to the "casual social event"
- Company logo included in all event-related materials
- Six-foot table for promotional display

Master Mariner - \$1000

- Two (2) tickets for the joint IFSMA/CAMM Banquet
- Two (2) tickets to the dinner cruise event OR to the "casual social event"
- Company logo included in all event-related materials

Staff Captain - \$500

- Company logo posted on CAMM annual meeting web page
- Company logo on event promotion page in *Sidelights*, CAMM's magazine
- Company logo included in all event-related materials

Additional Sponsorships

These Sponsorships include:

- Acknowledgments made from the lectern during meetings prior to the event
- Company logo displayed as sponsor for the specific event
- Company logo posted on CAMM website's on the annual meeting web page
- Company logo featured on event promotion page in *Sidelights*, CAMM's magazine
- Company logo in all event-related materials

Social Event Sponsor - \$2,000

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

Luncheon Breaks- \$750/break

- Namecard & logo at sponsored set-up. Four breaks are available; please indicate your preference.
- Tuesday: IFSMA
- Wednesday: IFSMA
- Thursday CAMM PDC
- Friday: CAMM AGM

Coffee Breaks- \$250/break

- Namecard & logo at sponsored set-up. Please indicate your preference. Availability is as of Jan 31.
- Tuesday: IFSMA (2 of 3 available)
- Wednesday: IFSMA (1 of 3 available)
- Thursday CAMM PDC (2 of 3 available)
- Friday: CAMM AGM (2 of 3 available)

Contributor

Includes your name or company listed on all event-related materials, CAMM annual meeting web page and in *Sidelights*, CAMM's magazine.

Welcome Kit Items

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

Sponsors may go online to register and pay for a sponsorship at <http://www.mastermariner.org/2017camm-ifsma/> or provide your company name, address, phone number, contact person and sponsorship level, and send it with a check to: Captain Manny Aschemeyer, CAMM - IFSMA Conference, 30623 Chihuabua Valley Road, Warner Springs CA 92086-9220

As a sponsoring organization, your company will be featured within our program, announcements from the lectern, logo posted at the conference, on the CAMM website, and Sidelights (CAMM's magazine). Maritime TV will broadcast this conference. The top level sponsorships come with benefits as described below. For additional information or questions please contact us at info@mastermariner.org. Please join us in our efforts to strengthen and support our U.S. Merchant Marine and the maritime industry as a whole by becoming a sponsor at this national and international conference.

Council of American Master Mariners Help the Maritime Industry Lobby Congress

The Council of American Master Mariners was well represented at the 8th Annual Maritime Industry Congressional Sail-In held in Washington, DC on March 1, 2017.



By Captain Jeff Cowan, Captain Joe Hartnett, and Captain RJ Klein

Captain Jeff Cowan (National President), Captain Joe Hartnett (1st Vice President) and Captain RJ Klein

(Immediate Past President) helped make up the assemblage of 92 individuals which formed 23 meeting groups. The groups held 131 meetings – 29 meetings on the Senate side and 102 meetings on the House side. Participants included the following:

representatives from every major seafaring union, every USA Maritime member company and association, the Council of American Master Mariners, a number of major Jones Act companies and organizations, three State Maritime Academies, the Navy League of the United States, the AFL-CIO Maritime Trades Department, and the AFL-CIO Transportation Trades Department.

On this day, the Maritime Industry spoke with one voice as they stressed the importance of maintaining a vibrant U.S. Merchant Marine. The main purpose of the Sail-In is to educate Congress and staff about the American Merchant Marine and why it is so

vital to the nation's security and economy. To that end, the groups met with 24 House freshmen and 3 Senate freshmen. Additionally, meetings were held with 7 of the 11 Members on the House Transportation Appropriations Subcommittee; 9 of the 17 Members on the Senate Transportation Appropriations Subcommittee; 9 of the 17 Members on the House Seapower Subcommittee; 6 of the 10 Members on the Senate Seapower Subcommittee; 11 of the 13 Members on the House Coast Guard and Maritime Transportation Subcommittee; and 7 of the 17 Members on the Senate Surface Transportation and Merchant Marine Subcommittee.

The Sail-In groups addressed 6 Maritime issues: (1) Maritime Security Program (MSP) funding, (2) Cargo Preference Shipping requirements, (3) Reauthorization of the Export-Import (EMIX) Bank, (4) The Jones Act, (5) National security multi-mission ship funding, (6) Eliminating conflicting vessels discharge regulations. CAMM recommends that all members contact their Senators and Representatives and express their support for these issues, in particular the MSP funding, Cargo Preference Shipping, and the EXIM Bank, as they are the most vulnerable at this time.

Maritime Security Program (MSP) and Funding:

The Maritime Security Program (MSP) enables the Department of Defense to use privately owned U.S. flag commercial ships during war and



LISA ROSENTHAL, IOIMM&P

Robert West (Crowley), Bryant Gradner, Esq. (Winston & Strawn - Liberty Maritime), Captain Joe Hartnett (CAMM), Congressman Deutch, Staff Member Joshua Lipman.

PHOTO COURTESY AMERICAN MERCHANT MARINER VETERANS



L-R: Tim Pery (APL), Captain Jeff Cowan, Representative Julia Brownley, Nick Marrone (SIU), Jeremy Hope(MMP)

PHOTO BY PAUL FITZGERALD

national emergencies. Since 2009, ships in this program have carried over 90% of the cargo needed to support U.S. military operations and rebuilding programs in Afghanistan and Iraq and vessels enrolled in the MSP carried 99% of those cargos.

Companies currently in the program have stated that they need a minimum of \$5 million per ship to keep their ships in the program. The budget for FY2017 called for full funding of this program. Unfortunately, this budget was never passed and funds for the program are provided by Continuing Resolution. A Continuing Resolution continues the pre-existing appropriations at the same levels as the previous fiscal year. This means that the money that is actually appropriated reverts to the last time a set dollar amount was authorized for the program. This has resulted in the current participants receiving less than \$4 million per year per ship. Due to the lack of full funding, companies with ships in the program are now considering withdrawing from the MSP. Were this to happen, America's sealift capability would be severely compromised and we may be unable to meet military or national emergency needs. For more informa-

tion on the MSP go to: <https://www.marad.dot.gov/wp-content/uploads/pdf/MSP-Brochure-5-1-2016.pdf>

Cargo Preference Shipping Act Requirements:

The Sail-In groups stressed the importance of the Cargo Preference Shipping Act in maintaining the U.S. Merchant Marine. The Cargo Preference Shipping Act requires that 100% of military cargo, many Export-Import (EXIM) Bank cargos, and 50% of U.S. Government financed food aid cargos be carried on U.S. flag ships. Congress was asked to safeguard the existing requirements and to restore the requirement that U.S. flag vessels carry no less than 75 % of government financed food aid cargoes. Sail-In teams expressed opposition to any change in the Food-for-Peace Program (PL 480) that sends dollars instead of American grown agricultural products to help feed the world's poor. For more information about the EXIM Bank shipping requirements go to <http://www.exim.gov/policies/us-flag-shipping-requirements>.

In the past, Federal shipper agencies and departments have failed to comply with the Cargo Preference Shipping Act and instead have spent American

taxpayer dollars on foreign flag shipping. This practice denies American vessels their rightful share of cargos which in turn denies American maritime workers important job opportunities. Congress was urged to ensure that all Federal agencies and departments use U.S. flag commercial vessels for the transport of U.S. Government cargos as required by law.

Jones Act:

All parts of the Jones Act must be maintained to ensure that vessels carrying cargo along our coasts, on our rivers and the Great Lakes are controlled by U.S. companies and not by foreign shipping interests with foreign ships and crews. A study by Pricewaterhouse Coopers concluded that the Jones Act generates 500,000 high-quality American jobs, adds more than 100 billion annually to the U.S. economic output, and provides critical homeland security, environmental, and safety benefits. A U.S. Maritime Administration study found that the American shipbuilding and repair industry supports more than 400,000 jobs which generate annual labor income of about \$24 billion.

It is interesting to note what drove the passage of the Jones Act. Before World War I, U.S. domestic goods and trade were transported aboard foreign flag ships (mostly European). When the war broke out, these ships returned to their native countries to support the war effort. This left the United States coastal trade without the needed ships to move goods. There was no interstate highway system and moving goods by rail was more expensive than by water. The Jones Act was the result - US ships have US interests at heart. Congress was urged to vigorously support and defend all sections of the Jones Act.

Reauthorization of the Export-Import Bank:

Since 1934, the Export-Import Bank has provided direct loans, loan guaran-

Continued on next page >>>

Sail In>>> Cont'd from page 25

tees, working capital guarantees and credit insurance to encourage the foreign purchases of U.S. manufactured goods. In FY 2013, the bank helped to facilitate more than \$37 billion in export sales which supported more than 200,000 American jobs. A percentage of Export-Import Bank financed exports must be carried on U.S.-flag commercial ships. In short, the full resumption of actions by the Export-Import Bank represents a smart and sound investment in America and in our U.S.-flag fleet. The Administration needs to reauthorize the Export-Import Bank to help generate jobs for American workers in U.S. manufacturing and the U.S. maritime industry.

National Security Multi-Mission Ship Funding:

The 2017 National Defense Authorization Act (NDAA) directed the Secretary of Transportation to complete the design of a National Security Multi-Mission Vessel (NSMV) for the National Defense Reserve Fleet in order to allow construction of the NSMV to commence in fiscal year 2018. Toward this end, \$36 million was authorized in the 2017 NDAA to support the NSMV program. Until this \$36 million is appropriated in the 2017 budget to fund the authorized design, the money cannot be made available. This is similar to the problem with the funds for the MSP – money is budgeted but not authorized. For more information go to: <https://cms.dot.gov/sites/dot.gov/files/docs/MARAD-FY-2017-CJ.pdf>.

Eliminating Conflicting Vessel Discharge Regulations:

We urge Congress to enact legislation to eliminate an overlapping patchwork of federal and state ballast water discharge regulations that has made compliance confusing and costly for vessel owners and mariners. This legislation

has broad support. We asked Congress to provide the needed regulatory certainty for mariners and ship owners. At the end of each session, if the Senator or Representative

was not already a member of the Congressional Maritime Caucus, we encouraged them to join this bipartisan Caucus co-chaired by Congressman David Joyce (R-OH) and Cedric Richmond (D-LA).

The goal of the Sail-In was to educate Congress about the shipping industry and the need for a strong U.S. Merchant Marine. Many Congressmen



L-R: Gunnar Lundeberg (President, SUP), Congressman Alan Lowenthal, Captain RJ Klein (Camm), Jeff Pavlek (AFL-CIO Transportation), Anthony Poplawski (President, Marine Firemen)

PHOTO BY PAUL FITZGERALD

remain unaware of this vital industry. One congressional staff member, from a coastal state, knew little about the Merchant Marine and even less about the Jones Act. The Sail-In Team visiting that office made Congressman aware of the importance of the U.S. Merchant Marine. By all accounts the 2017 Congressional Sail-In was a success. ☆

2017 Congressional Sail-In was a success

Captain Cowan's group met with:

Congresswoman Colleen Hanabusa (D-HI), Congresswoman Julia Brownley (D-CA), Congresswoman Jackie Speier (D-CA), Congressman Mike Quigley (D-IL), Congressman Bruce Westerman (R-AZ), and Congressman Jimmy Panetta (D-CA), and Legislator Advisor, Rosie Julin.

his Chief of Staff Emily Burns, Congressman Alan Lowenthal (D-CA), Congressman Jared Huffman (D-CA), Congresswoman Lisa Blunt Rochester's (D-DE) Chief of Staff, Minh Ta, Congresswoman Nanette Diaz Barragan (D-CA), and Congressman Denny Heck (D-WA) Legislator Advisor, David Marten.

Additional Meetings:

Captains Cowan and Klein also called at the offices of Congressmen Duncan Hunter (D-CA), Adam Smith (D-WA), and Garamendi (D-CA); Congresswomen Nanette Barragan (D-CA) and Pramila Jayapal (D-WA); Senators Diane Feinstein (D-CA) and Maria Cantwell (D-WA). Captain Cowan met individually with Congresswomen Julia Brownley and Nanette Diaz Barragan.

Captain Hartnett's group met with:

Congressman Ted Deutch (D-FL), and staff members with Congressman Jim Sensenbrenner (R-WI), Congressman Evan Jenkins (R-WV), Congresswoman Suzan Del Bene (D-WA), and Congressman Mike Conaway (R-TX).

Captain Klein's group met with:

Congressman John Garamendi (D-CA) and

Energizing American Maritime Act Introduced

By RJ Klein #1751-RU

After the Congressional Sail-In, a reception was held at the Sonoma Restaurant at 223 Pennsylvania Ave.

Congressman John Garamendi attended, and announced to those gathered there, that he introduced H.R. 1240 – the Energizing American Maritime Act February 28, 2017. The bill is co-sponsored by Congressman John Duncan (R-TN), Vice Chairman of the Committee on Transportation and Infrastructure and Duncan Hunter (R-CA), Chairman of the Subcommittee on Coast Guard and Maritime Transportation. The crowd, a cross-section of the Maritime Industry, cheered as Congressman Garamendi outlined the bill.

H.R. 1240 requires that from 2020 to 2024, 15% of all LNG and crude oil exported from the United States must be carried on US Flag ships. After 2025, 30% of that cargo must be transported on American Flag ships. Congressman Garamendi told the Sail-In participants that this bill would lead to more ships being built in the United States while increasing our LNG and Oil Tanker fleets considerably. His reasoning is that this LNG and crude oil is a product of the United States and that U.S. citizens should benefit from our natural resources.

The audience was told that are four new LNG export terminals approved and under construction and they are scheduled to be on line by September 2018. Congressman Garamendi expects that it will require 100 ships to service each terminal and by requiring 30% of those ships to be US Flag ships, a



lto R: Captain RJ Klein CAMM Immediate Past President, with Congressman John Garamendi, Captain Jeff Cowan ,CAMM National President, and Captain Joe Hartnett, CAMM First Vice President.

120 LNG tanker fleet would be needed. With the increase in domestic oil production, a similar growth in the Oil Tanker fleet would be realized.

The Congressman stated that with the new President wanting to build in America with American produced materials, he would push to have as many ships as possible built in the United States. He has already spoken with U.S steel and engine manufacturers who would jump at the opportunity to supply a U.S. shipyard with their product.

Following are sections 2 (g) and 3(e) which continue the basics of the bill: (g) Transportation of exports of LNG on vessels documented under laws of the United States.

As a condition for approval of any authorization to export liquefied natural gas, the Secretary of Energy shall require the applicant to transport the authorized exports on ves-

sels documented under the laws of the United States, as follows:

- (1) Fifteen percent of the liquefied natural gas authorized to be exported in each of 2020, 2021, 2022, 2023, and 2024.
- (2) Thirty percent of the liquefied natural gas authorized to be exported in 2025 and each year thereafter.
- (3) Opportunities for licensed and unlicensed mariners.

Each Federal official responsible for the issuance of a permit authorizing the export of liquefied natural gas shall require, as a condition and term of the permit, that the permittee shall provide opportunities for United States licensed and unlicensed mariners to receive experience and training necessary for them to become credentialed in work-

Continued on page 28>>>

Maritime Act>>> Cont'd from page 27



Congressman John Garamendi, who introduced HR1240, and Camm's National President Jeff Cowan.

ing on a liquefied natural gas vessel.

(e) Transportation of exports of crude oil on vessels documented under laws of the United States.

As a condition to export crude oil, the President shall require an applicant to transport the exports on vessels documented under the laws of the United States, as follows:

(1) Fifteen percent of the crude oil to be exported in each of 2020, 2021, 2022, 2023, and 2024.

(2) Thirty percent of the crude oil to be exported in 2025 and each year thereafter.

Congressman Garamendi shared with CAMM a letter he and Congressman Duncan had sent to their colleagues asking their support for H.R. 1240 (see letter on page 29). This letter outlines why all Representatives should support this bill, and it makes it readily apparent that a vibrant U.S. Merchant Marine is essential to the economy and security of the country. Everyone left ready to work to support H.R. 2014, and they were pleased that the Energizing American Maritime Act had been introduced into Congress.

To see the entire bill go to <https://www.congress.gov/bill/115th-congress/house-bill/1240/text> ☆

115TH CONGRESS
1ST SESSION

H. R. 1240

To require a certain percentage of liquefied natural gas and crude oil exports be transported on vessels documented under the laws of the United States, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

FEBRUARY 28, 2017

Mr. GARAMENDI (for himself, Mr. DUNCAN of Tennessee, and Mr. HUNTER) introduced the following bill; which was referred to the Committee on Energy and Commerce, and in addition to the Committee on Foreign Affairs, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned

A BILL

To require a certain percentage of liquefied natural gas and crude oil exports be transported on vessels documented under the laws of the United States, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Energizing American
5 Maritime Act”.

February 28, 2017

Endorsed By: Marine Engineers Beneficial Association, Navy League, Seafarers International Union, Masters Mates and Pilots, Transportation Institute, and the Transportation Trades Department AFL-CIO

Dear Colleague,

Our U.S.-flag international fleet—commercial vessels documented under the laws of the U.S. and owned and operated by U.S. citizens—is in a state of precipitous decline. This important force has dwindled from 1,200 ships just after World War II, to less than 80 today, and only one percent of America’s ocean-going foreign trade travels on U.S.-flag vessels. This is a threat to our national security and a tremendous missed opportunity to put Americans to work. Please join us in reversing this troubling trend by cosponsoring H.R. 1240, the Energizing American Maritime Act.

With the lifting of crude oil export restrictions at the end of 2015 and increased domestic natural gas production, the U.S. has seen an increase in export of these two strategic energy assets. If we are to export crude oil and LNG, it should be on U.S.-flag vessels that employ American mariners. Our bill requires that 15% of exported crude oil and LNG travel on U.S.-flag vessels starting in 2020, with that number ramping up to 30% starting in 2025. It also requires that exporters provide training opportunities for U.S. mariners now to ensure they’re ready for these future job opportunities.

By 2020, the U.S. is expected to be the world’s third-largest producer of LNG for export, requiring about 100 or more LNG carriers. As well, crude oil exports could reach as high as 3.64 million barrels per day by 2025, which could require the use of between 180 and 380 oil tankers. Unless Congress takes action, ALL exported American LNG and crude oil traveling by ship will go on foreign-flag vessels operated by foreign crews. Our bill would grow the U.S.-flag fleet and create between 3,360 and 6,120 new mariner jobs, above and beyond the creation of new shipping company office and support jobs, port-related jobs, and jobs created all up and down the supply chain. Without this bill, ALL of those jobs will be outsourced to foreign flag competitors employing foreign crews.

There is strong precedent for this important policy. In 1995, Congress enacted the Alaska Power Administration Asset Sale and Termination Act (Public Law No. 104-58) to allow the export of crude oil from Alaska’s North Slope so long as it did not raise gasoline prices, and so long as it was exported on U.S.-flag vessels to preserve the U.S. tanker fleet essential to our national defense. It was good policy then, and it is good policy now.

The Department of Defense depends on the Merchant Marine for over 95% of our national defense sealift needs in times of war or national emergency. We cannot rely upon ships flagged in other countries to provide the necessary movement of strategic materials in times of war and peace. As a major world power, the U.S. must rebuild the capability of its fleet to meet our military and commercial needs, both critical to our national and economic security. To join as a co-sponsor, please contact Emily Burns in Congressman Garamendi’s office at Emily.Burns@mail.house.gov or Don Walker in Congressman Duncan’s office at Don.Walker@mail.house.gov.

Sincerely,

*John Garamendi
Third District, CA*

*John J. Duncan, Jr.
Second District, Tennessee*

Voyage Report

This report was conceived as a simple narrative of the experiences of a master engaged in liner service. I welcome reports from any of my colleagues who want to add to this narrative.



by Captain
Kevin Coulombe
#3221-RU

by my permanent counterpart and took the opportunity to visit my parents in Connecticut before returning to my home outside of Seattle. While I identify as a New Englander (Maine, Long Island and Connecticut), the Pacific Northwest is my home. Unlike New England, Seattle provided me with an extraordinary landscape and excusive summer time blue sky days with little or no heat, humidity or mosquitoes. And while the winters are largely rainy with little chance of snow, those days appeal to me as they allow me an opportunity to work in the shop or just sit by the fireplace to read and perhaps write. Rainy days are hard on many people; it is to my wife Mary. Perhaps being a mariner has conditioned me.

Seattle also allowed me at the time to have an affordable living situation in a major seaport. When I began going to sea I shipped out of New York City. Shipping out of the union hall there required an all-day commute. The commute by train was so long that I had to keep my seabag at the Seaman's Church in case there was a pier head jump (I did make a pier head jump twice while shipping from New York). Seattle, in contrast was much

My last voyage terminated in September 2016, more or less successfully. I was relieved in Newark easier. From my tree shaded back deck looking out at the Cascade mountains, I could jump in my Datsun B-210 and be in the Seattle Hall in 15 minutes. Looking back, those were halcyon days.

During my time off, Mary and I went to London where I attend the Nautical Institute's IMO committee meeting. We also traveled to New England for the holidays and visited the Boston Marine Society in its new Charleston neighborhood office, a short walk from the USS Constitution and the Freedom Trail. We also took in the National Park at Lexington and Concord, a

All the usual suspects were considered but nothing explained why the ship lay with a 4° port list after the completion of cargo.

quiet venue in the winter. I think Concord is probably the first town I would deem "ideal" outside of my little town of Edmonds, Washington.

At the same time, Captain William J. Dutour and Chief Engineer Michael T. Terelak took the MV Maersk Memphis to the shipyard for its well-earned, five-year shipyard. The yard provided new bottom paint and a new 5 bladed speed screw that replaced the 6-blade high speed screw. The whole emphasis of this yard was fuel economy. There were plans to replace the bow with an efficient slow speed variant, but that

was shelved as probably too ambitious. The ship resumed its service returning to my port of embarkation in Charleston, South Carolina January 12.

In my absence, the ship operator consummated a course of action to align its operations with that of the primary charterer. To that end, my operator had terminated the employment of dozens of people in the nautical operations and safety departments. I now reported to the offices of the primary charter. This development included the adoption of proprietary business and personnel management software. I had been brought into the operator's office for two days of training prior to returning to the ship. That was a month before joining the ship and I needed exposure to get up to speed. I spent the first week on board juggling the new programs and keeping to the port schedule.

After joining the ship, I was immediately immersed in a stability and stress quandary that had mystified the Master and Chief Mate during the previous trip. All the usual suspects were considered, but nothing explained why the ship lay with a 4° port list after the completion of cargo. All the calculations indicated it should be upright and normal. I checked all the usual suspects, checking ballast and fuel soundings and cargo weights, but nothing explained the problem. Compounding the problem was an inexplicable deviation of the ship's calculated tensional stress when the we attempted to compensate for the list with ballast. Inexplicably, the problem "disappeared" during the



shipyard period, only to reappear with the resumption of cargo operations. Consequently, some people in shore management attributed the problem to mis-declared cargo weight and expected the problem to go away with the cargo (cargo weight declaration is a perennial problem in the industry, but I don't believe it is a serious issue in the liner trades). While I pondered this problem, the relief Chief Mate who had joined only a few days before announced he was quitting the job because he didn't trust the ship. I never argue with people who want to quit. To my way of thinking, no one should stay aboard who doesn't want to be there.

The Captain I was relieving was understandably keen to sign over the payroll and go home. With money counted and the necessary signatures completed, I took command and saw the (very) relieved master down the gangway. Having taken command and sailed, I was confronted with a new crew management program the operation of which I was only slightly familiar. Additionally, a new training computer was waiting to be configured; a reefer monitoring program was in an inoperable status, and the new chart and publication program was defying the best efforts of the second mate to make it operational. My thinking on the stability problem had to be staged until these issues were handled as we were on our way to the next port, Savannah, Georgia. The list problem didn't resolve itself with the discharge of cargo but management was sure it would happen in the next port of call, Houston; I figured otherwise. While I had cause for concern and didn't really comprehend what was causing the list discrepancy, looking over the stability figures and considering the degree of the list, I decided that we were, in fact, safe to carry on the voyage.

The crew management program "WINADMI" kept track of crew rest hours, a big deal in the maritime community and port state now. The training computer was required to "train-



Voyage route. Above, the ports along the route. Right, visual of the route.

up" crew in hazardous material familiarization. Many of the unlicensed have the uncanny habit of leaving their hazmat certificate behind. The reefer monitoring program was part of a system that transmitted directly to the owner's reefer office and was the source of endless messages

If you don't have a license for a nearby chart that might serve as a safe haven or diversion - tough luck.

telling me a reefer was out of range.

The chart and publication program collates all our chart and publication corrections and manages the electronic files for our ECDIS (electronic chart display and information system). One of the most aggravating features of the new electronic charts is the concept of licenses. No license, no ECDIS chart. You must have a license for every ECDIS ENC you need. If you don't have a license for a nearby chart that might serve as a safe haven or diversion - tough luck. It is the wholehearted intent of the owners to go completely paperless both in charts and publications. I noted with interest a recently received report that a ship in the fleet had lost power to both her ECDIS and computers. The ship was paperless and forced

to anchor where she had lost this power supply - but without charts. So, exactly where was she when she anchored? What lay on the bottom? Paperless navigation will be an interesting maritime practice I hope to not experience.

In the transit, I tried to master the crew management program only to be dealt with my first lost time accident in at least 5 years. It was a minor accident, as far as response was concerned, but the injured person (IP) was unable to carry out his duties and had to be paid off. In the investigation, it was found that there had been insufficient preparation for the job at hand. Both supervisor and IP were new to our safety management system, and both had other matters (lunch apparently) on their mind. The resulting paperwork and communications drove me further from my primary duties (recall the Chief Officer had quite effective at the next port and was not familiar with the safety management system or protocols either.)

Houston port of call and the subsequent ports of call on the US East coast were accomplished without incident. The list problem remained. In nearly every port there were crew exchange-

Continued on next page >>>

Voyage Report>>> Cont'd from page 31

es. In Houston, a new Chief Mate came aboard, also new to the fold. In Norfolk, the relief First Assistant Engineer decided to leave the ship after only two weeks aboard. Departing Newark for the deep sea was a relief! We anticipated that our first foreign port of call would attract a port state control inspection since it was the first of the year. Sure enough, after a good berthing evolution for at Algeciras, Spain, the inspector appeared at the gangway at 1000. Fortunately, there was only one inspector and he was quite respectful and accommodating. We received three non-conformances, two of which were well deserved. The third was apparently a recent port state campaign target to address the training requirements of "Electricians." In the post mortem, the operator resolved this by changing the rating.

After departing Algeciras, our next port was Port Said, Egypt. On arrival, we assumed MARSEC 2 security conditions. This condition would stand for the voyage south of the Canal. With the organizational ban on the distribution of cigarettes in full effect, entry and clearing customs and immigration were a simple matter. The fact that the port is fairly remote from the city probably discourages attendance as well. I have not seen a health inspector in two years (and I am beginning to wonder if all those years of health inspections were government sanctioned or just con-artists wanting cigarettes.) One thing that did become a theme of the voyage was the propensity of tugs to behave badly. Our tug push points at the side of the ship have both hull bits and deck bits. More often than not the tug captains will insist on putting their lines up on deck. Regrettably, the owners didn't think it necessary to put deck machinery at those bits so the lines have to be hauled aboard by hand. This can be quite a job with our freeboard and if the

tug lines get very large. Complicating the effort is the propensity of the tugs to put weight on the line or maneuver while the crew attempt to pull its line on board. This can seriously endanger the crew and in fact, one time the crew were nearly pulled into the

In Port Said, we embarked our security team and during the transit of the Red Sea collected their weapons locker.

deck chock. The problem became so pervasive during the trip that I began refusing to take the line anywhere except the bow and stern stations.

Following our port of call at Port Said, we were staged for the south bound canal transit and, to my surprise, got the number one spot in the convoy. In the early stages of the cigarette ban we were usually tail end on the convoy. How things have changed.

As it turned out, we were number one, but there was a number one special ahead of us - a blue and gold gray hull (U.S. ready reserve). While at the dock in Port Said, we embarked our security team and during the transit of the Red Sea collected their weapons locker. Recent military action off the coast of Yemen dictated a daylight transit of the Bab el Mandeb, the gate to and from the Red Sea. Piracy continues to be a concern, but only a few fishing boats were observed,

The next port of call following the Red Sea transit was Djibouti at the back side of the horn of Africa. The terminal we use is primarily a trans-shipment point and relatively small. Considering its location, it has the potential to be a very important intermodal point, but North Africa and the Middle East will have to grow considerably for that to happen.

Salalah, Oman is another trans-shipment transfer point in the region. It was an early success in the trans-shipment business capturing a lot of the container traffic in the region. There are plans

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to develop this port in direct competition to our next port of call, Jebal Ali, UAE. In Salalah, a vendor attempted to replace our speed log transducer. The deck department was induced to assist. At the completion of cargo, I found our stability and stress numbers outside of acceptable limits and the Chief Mate had timed out on rest. I insisted that we go to anchor in port limits, and with the assistance of the Third Mate, we did extensive corrective ballasting. Satisfied with our new stability and stress calculations, we pressed on to our next port, Jebel Ali.

My first call at Jebel Ali was in 1980 with Sea-Land on the SS LONG BEACH. I think this was the heyday of Sea-Land as I distinctly recall the many small foreign flag Sea-Land feeder ships that called there. There may have been all of three cranes in the port. The local water craft, the dhow, were all sail powered. Today, Jebel Ali is probably one of the largest trans-shipment container terminals in the world. I would estimate the crane count at close to a 100 with a new terminal rising from the sea and more cranes being delivered every month. The cranes at our berth are capable of twin 40 picks and quadruple 20 picks, probably turning around 70 containers an hour. They have cycled us empty and full in 12 hours. In Jebel Ali, we embarked an employee of the operator titled a Super User, who was going to introduce and train us in yet another management program called Ship Manager. Training began almost immediately and was scheduled to continue for the next two weeks. The next port was Bin Port Qasim, Pakistan. Again, the new no cigarette policy had been quite effective; no port officials appeared. The agent handled all the entry and clearance requirements (he told me the officials were off to call on an APL ship which is well known for its stock of beer and cigarettes).

In Pipavav, India, we were well vetted

by customs and immigration, reportedly because we called at Pakistan. Customs and Rummaging tasked me back to back, inspecting the narcotics inventory, my cabin and counting the ship's cash. Rather than total the ship's cash in the count, I count bills. When the customs officials realized that we were going to count the numbers of bills on hand, which I had carefully prepared, rather than count the total value of the money, they quickly lost interest in the count. With Rummaging, I began to lose my patience when the official repeated what we had just done. When I challenged him, he explained the reason for the scrutiny was because we were coming from Pakistan. When I asked what it was he expected to find in my cash count that had anything to do with Pakistan, he told me it was the law. When I suggested that it seemed to me that what he was looking for (weapons, bombs, stowaways, terror-

There are few opportunities to get the boats in the water. Some ports forbid the exercise all together. Some stays in port are just too short.

ist?) might be in the cargo areas that just seemed to confuse him. I changed tact and asked him if he was a basketball player, thinking he was more the cricket type. He played volleyball. Go figure. The inspection ended amicably.

In Jawaharlal, outside of Mumbai, we finally had a respite. No port officials attended; the agent did the work. This port is modern and large, but moves containers at a conventional pace. This allowed us to get some rest and we were able to engage needed vendors to attend to some of the mechanical and electrical problems cited in the port state inspection as well as standout items for the forthcoming internal audit. Our list

problem also received particular attention from the operator nautical office, with senior management paying me a call. This visit and discussion initiated a program to resolve the problem.

Our internal auditor embarked just prior to sailing. In the four-day voyage to Salalah (second call west bound), he conducted an inspection of the ship and operation to point out deficiencies in our operation. We were cited for several non-conformances most of them record keeping requirements of the safety management system.

The second call at Salalah was much better than the first call. We saw the auditor disembarked, the internal audit complete for the year. We were able to get the starboard boat in the water for its quarterly test. There are few opportunities to get the boats in the water. Some ports forbid the exercise all together. Some stays in port are just too short. Last year, I was able to take advantage of a lull in the schedule to stop the ship in calm seas and lower the boats while drifting. Two attempts to do the same were spoiled by rising winds or the appearance of dhows. Sailing Salalah, I found the seas low enough and the sun high enough to get both life boats and rescue boat to the water and released. I took the rescue boat to the water personally with the intention of exercising that 60 hp outboard, but by then the sun had set and it was time to get underway.

The voyage back to through the Red Sea to Port Suez for the Canal Transit was uneventful. The weapons locker was efficiently dispatched and our arrival and anchoring a quiet maneuver. The northbound convoy was relatively small; we were number 3. The security team disembarked as we passed through Port Said new channel. The ship resumed MARSEC1 in the Mediterranean as we headed west. I expect and am looking forward to an uneventful return to the United States. ☆

Flying Underwater

In the early 1960's, I was commanding officer of the USCGC Planetree; we were working in various South Pacific island waters.



*by Captain
John Corso
#1681-RU*

The following incident took place near the island of Pohnpei, in the Federated States of Micronesia. We had some work to do there, and when we came into the harbor, a local official came out to greet us as soon as the PLANETREE was alongside the dock.

He was rather excited and said "Can you help us?"

I asked "Help you with what?"

"We have an airplane that makes the rounds of the local islands and, as it came in for a landing just over an hour ago, right over there (he pointed to the center of the lagoon – the PLANETREE had just come in through an opening in the coral reef, but I didn't notice anything unusual) it hit something below the surface and it overturned and sank."

"Well what do you expect me to do?" I asked.

"Can you pick it up with your crane on your ship?"

"I don't know' Tell me where it is."

He pointed. I put a boat in the water and with some of my crew, went to the area he had pointed. The water was so clear I could see a little floatplane at the bottom of the lagoon. A sounding showed us it was 40 feet deep and the plane was on the bottom. The pilot went with us and said, "I have to get my plane out of there. This is

partly fresh water so I don't think it will be damaged if we can rescue it soon."

I asked him if there were any attachment points on the plane designed for lifting. He said there were four points and that's what they were designed for. I asked if he had the lifting cable and he replied that he did: a 3/8-inch wire with hooks at the end and a shackle at the top. I told him that I didn't know whether we could salvage the plane, because if I lifted it, some part would be under the PLANETREE - a wing or the propeller or tail-so it would be impossible to lift it to the surface of the water, but perhaps we could try and lift it as far as possible and see what happens.

He said, "I am a scuba diver, so I will go ashore and get the lift and cable and my scuba gear." One of my crew was a scuba diver also, so after the pilot brought out the cable, the two of them went over the side of the boat and they managed to hook up the cable, which had a shackle at the junction of the four wires. There were four attachment points on the plane: two near the tail and two just aft of the engine cowling. After they came up to the surface, I told the boatswain to take me back to the ship and I will maneuver the ship over this point and we'll see if we can hook the boom block to the shackle. I didn't think the shackle was big enough, so the boatswain got a larger shackle so we could try the lift.

When we arrived back at the PLANETREE, I got the engineer up and told him we were going to try and lift up an airplane and to get the engines started, which he did. I very

slowly moved the PLANETREE out to the spot where the two divers were. They had hung on to the end of the wire and we maneuvered very carefully alongside them and put the boom out at its greatest and lowest angle which was its farthest out reach. They hooked the end of the cable to the PLANETREE's boom. The plane was small that it carried just four passengers, so it was a small load. I directed the crane operator to very slowly lift the plane and, remarkably, it started to come up easily. I told the two scuba divers to get back on board and we kept lifting the plane until I could see it clearly. I brought it up until the wing was under the PLANETREE and then the plane attempted to turn in on its axis and the propeller touched the ship's hull. I could not extend the boom but kept the plane clear of the ship as best I could.

The pilot had gone ashore and the crowd of natives - there must have been a hundred of them - were watching this show as I very slowly approached the beach with the PLANETREE. It was a sloping beach and dropped off rather suddenly to the lagoon. The plane reluctantly came with us, so I slowed down even more and we were just crawling along the surface. I had a man up on the bow with the sounding lead and he called out the number of feet. When we had about 2 feet to spare, I stopped the PLANETREE and the plane was swinging gently in a restricted arc. The propeller would touch the hull of the ship and then would swing the other way until the wing was under the PLANETREE and the tail came very



PLANETREE raises a plane that had sunk off the island of Pohnpei

PHOTO COURTESY OF U.S. COAST GUARD

near the ship's propeller, so I was quite cautious about the whole operation.

The plane was swinging slowly on its own momentum, or maybe the current was pushing it, and the wing was sometimes perpendicular to the hull, so I told the boatswain's mate on deck, "When I give you the signal release our hook so the cable holding up the plane will be released and the plane will be free of the ship. It will float to the shore or so I hope, and maybe the people on shore can grab it." So, the next time when the wing was right under the PLANETREE I told the bos'uns mate to release the hook. He did, and the plane drifted slowly directly toward the beach. It was remarkable, like someone was piloting the thing, flying it underwater. It gently grounded, the propeller stuck itself on the beach and then I guess the floats hit the bottom and

the plane stopped. There were enough people on the beach and they were not afraid of the water, so they ran in and grabbed hold of the plane, propeller first. One of the wings was still under the PLANETREE, so I very slowly backed away and the crowd on the beach grabbed the plane and pulled it so the wheels were up on the beach and then kept pulling until it was high and dry.

It was wonderful! The plane was rescued, and the pilot was happy and immediately began disassembling the engine to get the semi-salt water out of it. I backed out the PLANETREE and went back alongside the dock. Thankfully, nothing was damaged on the ship. And the airplane? Well, I didn't much care about it because we had done what I thought was a remarkable job of salvage.

The pilot came aboard after we tied up, thanked me profusely, and said he

thought it would be as good as new. There was some damage to the wing, not much, but the engine turned over and he had done what he had to do in regards to the intrusion of the partly salt water. We helped the pilot and had a crowd-pleasing event. We had an island dinner for the crew. I'm not sure what we ate, some sort of huge fish that looked something like a tuna. They had cooked it almost like a luau, in the ground on hot stones along with the local vegetables. That was a memorable event on the PLANETREE. It was something unusual. We got to do something outside of our usual occupation of maintaining and establishing buoys and lighthouses, and fixed ranges. It was a little break in the routine. It was an interesting job, and I had enjoyed every bit of it. ☆

IMO Secretary-General Urges Vigilance After Tanker Hijack



IMO Press Briefing

IMO Secretary-General urges vigilance after tanker hijack since the tanker Smyrni in May 2012. Since 2012, although piracy has been largely contained, Somali pirates have continued to attempt to hijack ships, but less frequently. The most recent reported attempted attack in the region was on the UK flagged product tanker CPO Korea in October 2016. In that incident, the ship was reported safe after the attack failed. Ships transiting the high-risk area are advised to follow IMO guidance and best management practices. Specifically, they should register with the Maritime Security Centre – Horn of Africa (MSCHOA), report to the UK Maritime Trade Operations (UKMTO) office in Dubai, which acts as the primary point of contact for merchant vessels and liaison with military forces in the region, implement IMO guidance and Best Management Practices (BMP), and follow the Internationally Recommended Transit Corridor (IRTC). Note: The EU Naval Force (Somalia) confirmed on 17 March that the fuel tanker Aris 13 and her crew were now en route to a safe port on the north coast

of Somalia after armed pirates, who had been holding the crew since 13 March, departed the ship. The master confirmed that his crew had suffered no injuries during their 4-day ordeal.

IMO – the International Maritime Organization – is the United Nations specialized agency with responsibility for the safety and security of shipping and the prevention of marine pollution by ships.

The importance of coherent and connected development across all maritime sectors will feature strongly in IMO's

ly IMO guidance and best management practices to avert possible piracy attacks, in the wake of the hijack of the Aris 13, off Puntland, Somalia.

“While we have seen a very welcome decline in piracy off Somalia since the last reported hijack by Somali pirates in 2012, the reality is that piracy off the coast of Somalia has not been eradicated and the underlying conditions have not changed. Merchant shipping should continue to take protective measures against possible piracy attacks in the Gulf of Aden and the western Indian Ocean through diligent application of IMO guidance and Best Management Practices,” Mr Lim said.

He also called upon the Federal Government of Somalia and its regional authorities in Puntland to take prompt action to ensure the safe and speedy release of the eight Sri Lankan seafarers.

Data on incidents reported to IMO show that the hijack of the tanker Aris 13, on 13 March, is the first reported hijack of a vessel covered by IMO regulations by Somali pirates



Acts of piracy and armed robbery against ships are of tremendous concern to IMO and to shipping in general.

PHOTO COURTESY EUNAVFOR

work this year, as the Organization focuses on its world Maritime Day theme “Connecting ships, ports and people.”

The theme for 2017 was launched by IMO Secretary-General Lim during a visit to Felixstowe, the busiest container port in the United Kingdom. ☆

IMO Welcomes Entry into Force of Financial Security for Seafarers

IMO Secretary-General Kitack Lim has welcomed the entry into force today (18 January) of new obligations under the Maritime Labour Convention (MLC 2006) which require shipowners to have compulsory insurance to cover abandonment of seafarers, as well as claims for death or long-term disability of seafarers.

The 2014 amendments to the MLC 2006, which comes under the auspices of the International Labour Organization (ILO), are based on guidelines which were developed by a joint IMO/ILO working group, which reported to both IMO's Legal Committee and ILO's governing bodies.

"These amendments, which will provide better protection for seafarers and their families, are the fruit of successful collaboration between IMO and ILO to ensure better working conditions and better protection should things go wrong. I am very pleased to see these amendments enter into force today for the Parties to MLC 2006, all of which are also IMO Member States," Mr. Lim said.

"Seafarers make global trade possible and it is vital that we all work together to ensure their rights are protected. It has often been said that the MLC 2006 represents the fourth pillar when it comes to the most important maritime treaties as it complements the IMO treaties covering safety – the SOLAS treaty, pollution prevention – the MARPOL treaty and training of seafar-



Crewmember of Munkebo Maersk. New amendments to MLC 2006 provide better protection to seafarers and their families.

PHOTO COURTESY IMO

ers – the STCW treaty," Mr. Lim said.

The 2014 amendments to the MLC 2006 require that a certificate or other documentary evidence of financial security has to be issued by the financial security provider of the shipowner. This certificate has to be carried on board the ship.

The amendments were developed over nearly a decade of discussion in a Joint IMO/ILO Ad Hoc Expert Working Group on Liability and Compensation regarding Claims for Death, Personal Injury and Abandonment of Seafarers.

IMO's Legal Committee maintains

a standing agenda item, to keep under review the provision of financial security in case of abandonment of seafarers, and shipowners' responsibilities in respect of contractual claims for personal injury to, or death of seafarers.

He also spoke to crew on board the container ship Munkebo Maersk about the significance of the World Maritime Day theme for seafarers as well as for the wider public, the people who depend on shipping for most of everything they need and want. ☆



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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

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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: _____

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Phone	Land:	Cell:	Office:	Cell:

Present Occupation:

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Membership Class: Please check. See CAMM Constitution for more details of class requirements. All members must be U.S. citizens with the exception of AF membership.

- R - Regular:**
 - (RU) Unlimited Master Mariner License and commanded vessels over 5,000 GRT on voyages.
 - (RP) Senior or First Class Pilot with minimum of one year experience on vessels 20,000 GRT or more.
- S - Special:**
 - (S) Valid USCG Unlimited Master's license and has not commanded a vessel(s) over 5,000 GRT on voyages.
 - (SP) Second or Third Class Pilot on vessels less than 20,000 GRT.
 - (S16) Valid USCG 1600 ton Master's license and commanded a vessel or vessels on voyages.
 - (S5) Valid USCG 500 ton Master's License and commanded vessel or vessels on voyages.
- A - Associate:**
 - (A) U.S. Military equivalent of Master's license; maritime official serving in an executive, administrative or operational capacity; Person of Distinction in maritime fields of: education, training, research, regulation or government.
 - (AL) Valid USCG Deck Officers license for Any Gross Tons currently sailing on vessels over 5,000 GRT.
 - (AF) Foreign Master Mariner: Valid Unlimited Master License and commanded vessels over 5,000 GRT on voyages.
 - (AC) Cadet/Midshipman enrolled at a maritime academy as a deck cadet/midshipman.

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

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

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 \$115 check (\$75 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: _____

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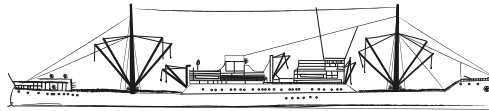
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