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# Sidelights

December 2011 Vol. 41, № 5

Written by Masters & Pilots, for Masters & Pilots

## Harbor Tax Maintenance Funds Where does the money go?



## Armed Teams Commonplace Criminalization Alive and Well New IMO Resolutions and Codes

Photo: Don Wilson / Port of Seattle

*Published by the Council of American Master Mariners, Inc.*

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



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## ON THE COVER

The Port of Seattle is one the largest net generators of Harbor Maintenance Tax revenue, along with the Ports of Long Beach, Los Angeles and Tacoma.  
Photo: Don Wilson / Port of Seattle

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

## PUBLICATION DEADLINES

Issue	Submission	Release
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April	March 1	April 1
June	May 1	June 1
October	Sept. 1	Oct. 1
December	Nov. 1	Dec. 1

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President Captain Cal Hunziker comments on accomplishments made towards affording the safety and peace of mind of seafarers transiting pirate-infested waters.



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



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Captain Cal Hunziker  
CAMM National  
President

## ROUNDING THE BEND

I had the pleasure the other day of listening to a Captain who had recently returned from duty on a

trans-world route relate his experiences on having an armed escort on board his vessel while transiting the Red Sea and the Indian Ocean. He went on to explain how the vessel was armed before it left the United States, how those arms were secured on board, and how the different port authorities handled the fact that arms were on board.

The Captain gave us a generalized overview of the voyage, the armed riding crew, their target practice and how the riding crew related to the officers and crew of his vessel. He also related that he slept better during the transit of the Red Sea and the Indian Ocean that he has over the past three years. The Captain further stated that it is becoming a well-known fact that pirates, when fired upon, will break off and seek an easier target. I have asked him to get permission from his company to write a more detailed article in a future *Sidelights* publication.

It is comforting to note that our voice has once again been heard on the international scene. The Council of American Master Mariners began calling for the arming of merchant vessels transiting the Pirates zone off the Horn of Africa three years ago. We were initially rebuffed, but as conditions worsened, and the Somali pirates became emboldened, spreading

hundreds of miles offshore of the Somali coast, it became evident that a few naval warships could not control everywhere and protect every vessel.

Finally, with the help of IFSMA, the IMO authorized and encouraged countries and shipping companies to begin a program of providing armed guards on transiting vessels. Not all countries or shipping companies have embraced this new policy, as is evidenced by the continued hijacking of vessels in the northern Indian ocean, Somali coast, and off the Arabian Peninsula.

Speaking of IFSMA, the search is underway for a new secretary-general, as Roger McDonald is retiring. The search committee has narrowed the field to two candidates, one of which the Council of American Master Mariners, through its representative Captain Jerry Benyo, has informed the committee that we are unable to support. We will continue to monitor the situation and report back to you the membership who the new secretary-general of IFSMA will be.

Planning for the 2012 AGM in Seattle is well underway. As you will read further along in this publication, the theme for the PDC will be the Northwest Passage and arctic shipping. The committee is working on many social activities as well as obtaining great speakers for the PDC on Thursday. Make sure to get your reservations in early as we expect this to be a sellout crowd.

Nominations for national officers will be closing January 15, 2012. If you are interested in running for an office, please contact Captain Carl Johannes,

the nominations chair. As of this date we have nominated with acceptance, one candidate each, for national president, secretary-treasurer, South Atlantic VP, Gulf area vice president, and Pacific Northwest VP. The nomination committee is still seeking acceptance or candidates for first and second vice presidents, and the North Atlantic and South Pacific vice presidents.

In closing, I hope that you will enjoy this publication of *Sidelights*. We will continue to publish *Sidelights* in 2012 as we have commitments from our advertisers to continue funding our voice to the world. We are continuing to seek additional advertising to lessen the burden of funding this publication on the Council of American Master Mariners membership. If you are aware of anyone who might be interested in advertising in *Sidelights* please forward that information to Capt. Tom Bradley, editor.

I am wishing you smooth sailing and Fairwinds in the coming year.

Captain Calvin C. Hunziker

# Council Reports

## Secretary's Report

*Submitted by Captain Don Moore, Jr.*

The final leg of 2011 is here. We have entered the final quarter of 2011.

Our annual new member drive continues to show progress, but our Panama Canal project has stalled. Remember, if you recruit three new members, you will receive a break in your dues for the next year. A list of the new members approved since the last issue is published elsewhere in this edition.

The national board of governors continues to work on the CAMM Strategic Plan. The discussions generated food for thought, and results should begin to show.

Our bank account balance is slowly reaching the point where expenses are nearing income. We have mailed dues invoices labeled "2nd Notice". Results are starting to show; we have received over \$1,000 so far. I have also made contact with a few members who have been missing and are interested in becoming involved again. Our mailing of *Sidelights* advertisement solicitations has resulted in over \$2,000 paid. Captain Tom Bradley, *Sidelights* editor, asks all hands to submit to him contact names of any one in the maritime related field who could be approached for ad sales. Lastly, Our Annual Cash Raffle tickets will be mailed once again with your dues invoices. This is CAMM National's *only* fundraiser. Please support us by selling tickets to your friends, shipmates, and family and anyone else you can think of! Winners need not be CAMM members nor present at the AGM in Seattle to win. Last year's top winner took home \$857, and the raffle raised over \$1700 for CAMM. Our goal this year to raise \$2500 for CAMM, selling a total of \$5000 in tickets.

President Captain Hunziker, 1st Vice President Captain Elizabeth Clark, 2nd Vice President Vic Faulkner, and I are

finishing our terms of office. We will turn over the watch in May of 2012. As of this date I have not received a full slate of officer nominations. By Constitution and By-Law regulations I must have a list of nominees vetted and submitted to me in time to create ballot cards and mail them to the membership sixty days prior to the Annual General Meeting. I want to begin 2012 mailings as soon as possible. So please work with the national board of governors and the national nominating committee and submit names of those who are interested in serving as national officers for CAMM.

## Sidelights Committee

*Submitted by Capt. Tom Bradley, Chair*

We'd like to start off by thanking all our advertisers from the past year for supporting *Sidelights* in 2011 and their commitments to continue to support *Sidelights* through 2012. Their financial support has allowed *Sidelights* to maintain the high quality we strive to reach. For *Sidelights* to meet the Council's mandate to be self-supporting in order to continue at the current level of quality, we need at least one more commitment.

Website News: By the time this issue comes out in print, or shortly thereafter, we will have the 2012 Seattle AGM site up with all the information to attend. Look for the link from the home page.

The Forum was disabled due to non-use by CAMM members and a large influx of spam over the last few months.

## Seattle / PNW

*Excerpted from SPNW Newsletters*

*CAMM Seattle Recognition Day Banquet*

In addition to our guests of honor,

*2011 Seattle Maritime Person of the Year  
Captain Peter Chelemedos with fellow  
Merchant Marine WWII veterans  
(from left): Peter Chelemedos,  
Capt. Rogers Shwartz, Capt. Robert Barbee,  
Capt. Andy Subcleff, Paul Poliak, and  
Marvin Perrault.*

Captain Klein introduced Mrs. Marie Magee, widow of Bob Magee, the former CEO of TOTE Shipping who passed away in 2009. It was last year, with Marie Magee's consent, that our charity golf tournament was renamed in honor and memory of Bob Magee. In view of the busy agenda for the day, Captain Klein then requested a motion to dispense with the normal Chapter business items.

The first half of the program focused on the Bob Magee Memorial charity golf tournament results. Gary Stauffer, President of the Youth Maritime Training Association (YMTA) was presented a check for \$8,500 which represented the proceeds from the September 1st golf event at Mt Si. Gary thanked CAMM Seattle for all the work done to host this event. He then said that \$5,000 of this money will be given out as a scholarship in 2012 and the rest will be used in the general fund. For more information about YMTA, visit their website at: [www.ymta.net](http://www.ymta.net).

After lunch, the raffle was held. This year's raffle included two copies of the excellent, autobiographical book written by Captain Chelemedos, titled: *Peter, the Odyssey of a Merchant Mariner*. Afterwards, a PBS interview was shown on screen. Titled *In Harm's Way*, this seven-minute program was about the contributions made by the U.S. Merchant Marine in World War II. Featured in the interview were Captain Peter Chelemedos and Marvin Perrault,







both WWII veterans.

Captain Klein followed that with the 2011 Maritime Person of the Year presentation to Captain Chelemedos. After Peter's acceptance speech that included a few of his fabled stories, a group of WWII veterans was invited to stand up in front alongside of him. A rousing round of applause in honor of their service provided a fitting end to the banquet.

*November Meeting*

Chapter President Captain Dick Klein welcomed all those present, then introduced CAMM National President Captain Cal Hunziker who provided us with the latest news from the National Nominations Committee as well as the plans for the next couple of issues of *Sidelights*. Captain Hunziker reported that the future of *Sidelights* is under a lot of consideration, particularly in view of the costs involved and the impact that has on the limited funds of CAMM National. Interestingly enough, with regards to a suggestion to downsize the content, the cost of production and mailing a 20-page issue is about the same as a 40-page issue. He also commented about consultations with the Canadian Master Mariners and also has been encouraged by an improved communications bridge with the USCG.

General discussion held about the 2012 AGM to be held in Seattle on May 9-11. Captains Klein and Moore reported on the process to choose a hotel for the event. They have visited a number of downtown Seattle locations and have compared the various costs involved, including conference room, room rates, catered lunch, banquet facili-

ties, etc. Also discussed were ideas for the Thursday night dinner, following the Professional Development Conference. One suggestion is to board an Argosy Cruise boat in Seattle for a dinner cruise. This was done the last time the AGM was in Seattle.

Conference theme ideas included piracy, electronic navigation, tsunami aftermath and the Northwest Passage. Speakers need to be selected and a schedule made for the PDC day which will be Thursday, May 10th. The CAMM Annual General Meeting (AGM) is held on Friday, followed by the Gala Dinner which will feature a Keynote Speaker, TBD. It was also noted that holding the AGM in May is good timing for the Seattle Maritime Festival which will be that week, including the tugboat races on the following Saturday. AGM discussion also included some conversation about costs for a local Chapter to host this event.

National President Captain Cal Hunziker was on hand to provide the stark reality of what limited funds the National has at this time. The Seattle Chapter hopes to keep conference costs reasonable and in line with what was charged in previous years. Sponsorships will be solicited from the maritime community.

The meeting closed with a reminder from Chapter President Captain Klein about the need for volunteer help as we move ahead with the planning.

**Columbia River**

*Submitted by Captain Tom Bradley, Chapter Secretary*

Our chapter traveled to Astoria and

held its November meeting at the Rogue Ale Public House on Pier 39, so the Columbia River Bar Pilots could attend. The meeting was called to order by Chapter President Capt. SV Faulkner with eleven members, four wives, and a Chief Engineer who wishes to join our local chapter, present. We discussed candidacy for both National Offices and our local chapter. All members present paid their 2012 dues. We will continue to have our monthly meeting in Portland, however, we are looking for a new place.

**San Francisco Bay Area**

*Submitted by Captain Klaus Niem, Chapter President*

Nothing to report.

**Los Angeles / Long Beach**

*submitted by Captain Dave Boatner, Chapter President*

The Los Angeles / Long Beach Chapter meets at noon the second Tuesday of the month [except August] at Ante's restaurant in San Pedro. We usually have anywhere from 6 to 10 members in attendance. Although our chapter has lost a few great Captains during the last several years, members still take an active interest in their profession and encourage all Masters living or visiting in the area to participate in our monthly meetings.

**Houston**

*excerpted from Houston's Newsletters*

Father Oubre ('Father Oub') organized a remarkable symposium: Organizing the Response to Piracy for the Western Gulf of Mexico World Maritime Day Observance Event, co-sponsored by CAMM Houston. He assembled a remarkable list of maritime industry and government leaders at the Port Arthur International Seafarer Center. Speakers included:

*Father Oubre* gave welcoming and closing comments and conclusions. He also gave a very moving talk and showed

*Continued on next page >>>*

*Captain Richard Klein presents Gary Stauffer with a check for \$8500 raised at the Bob Magee Golf Tournament for YMTA.*



PHOTOS: DOUG SUBCLEFF



PHOTOS: DOUG SUBCLEFF

Captain Tom Stapleton, CAMM Houston Chapter President, welcomes guests and introduces Father Oubre at the Western Gulf of Mexico World Maritime Day Observance.



PHOTO: SWANSEA OUBRE

## Council >>>Continued from page 7

a video about captured mariners—the forgotten humanity by our drive-by news media. He compared contrasted lack of maritime coverage today as compared to the lavish aviation coverage.

**Larry Looney**, Southeast Texas Historian, discussed piracy in Texas.

**Joe Cox**, Chamber of Shipping of America, gave a talk on the industry's need to deal effectively with this 18th century scourge and not with 21st century sensibilities, from the ship owners' perspective.

**Captain George Quick**, VP of MM&P's Pilots Division, discussed deep concern with the Government's policy of 'No ransom payments' and how that endangers the lives of the hostage mariners.

**Captain Derek McCann**, President of the Gulf Nautical Institute Chapter, discussed long and short term solutions to the piracy off the coast of Somalia.

**Owen Doherty**, MARAD's Director, Office of Security, was the keynote speaker and mentioned the 'Layered' approach to ship anti-piracy measures: the practice of arming merchant vessels.

**Captain Robert Gauvin**, Executive Director of the USCG Piracy Policy, mentioned that to date, more than 1200 pirates have been arrested and are being prosecuted.

**Captain Kuldeep Singh**, Director of Gallagher Marine Systems, gave the most rousing talk (and after lunch) about piracy and his 37-year career in the maritime industry.

**Stan Ayescue**, VP of Securewest, discussed force protection teams and security posture from the standpoint of a former special ops warrior and with deep experience with embarked security teams.

In October, fourteen members and

guest enjoyed a friendly atmosphere and delicious meal at the Seafarers' International Center in Houston. New guests included Brian Hill, MARAD Gateway Director for Texas; Captain Mitch Schater of San Jacinto College, Mrs. Elizabeth Knudsen, and Captain Derek McCann of the local Nautical Institute.

Our guest speaker, Captain Kim Diederichsen, is the Senior Vice President of RemoraTech and is based in Houston. Remora's intentions are to begin charters of self-propelled vessels to oil and gas producers. Remora, a Norwegian company, has spent more than USD 20M over 10 years as they successfully broke through every conceivable obstacle until they perfected their system, HiLoad. Basically the HiLoad system is a giant, self-propelled fork lift that latches on an ordinary tanker (from a Panamax up to a Very Large Cargo Carrier [VLCC]).

Captain Gussie Roth is looking for interest in a get-together of CAMM members and guests with Texas A&M Maritime Academy cadets for the purpose sharing common maritime interests and informal mentoring. At the October CAMM meeting, all felt that the best venue would be at the Houston Maritime Library, perhaps beginning early next year (2012)—More to follow.

CAMM Houston's November meeting was canceled due to four of the five chapter officers were working that day. The December meeting will be the Christmas Party at Brady's Landing in Houston. Captain Mitch Schater, director of San Jacinto Maritime College, will be our guest speaker in January.

## New Orleans

*excerpted from meeting minutes*

Eleven members and guests were present at the October 13th meeting. Captain Sten Johansson passed away on Oct. 2nd. His daughter Anita Coe attended the meeting and brought a selection of photos of Captain Johansson's life for the members to see. A motion was made and approved to make a donation in Sten's name to the Global Maritime Ministries. The Reverend Phil Vandercook gave the

Invocation and talked about Sten and his value as a key member of the chapter and as a very special friend of us all. He will be missed very much.

The November meeting was hosted by Reverend Phil Vandercook, our chapter Chaplain and Executive Director of the Global Maritime Ministries, with lunch served by volunteer ladies at the Port Ministry Center in New Orleans. He updated us about the facility and described the activities around the Port of New Orleans. This is a very important part of the Port operation for the seamen who man the vessels calling the Port of New Orleans. Any donations made to this facility go directly to the benefit of seamen of many nations and makes their lives much better while away from home.

## Mobile Bay

No report submitted.

## Tampa Bay

No report submitted.

## Port Everglades / Miami

No report submitted.

## Baltimore / Washington D.C.

*submitted by Captain Joe Hartnett*

The Baltimore/Washington D.C. chapter resumed after a much needed summer break with a tour of the N/S SAVANNAH and a social at the Claddagh Pub.

Captains Joe Hartnett, Paul Hanley and Beth Christman (not pictured) represented CAMM at the Propeller Club of Baltimore Crab Feast.



PHOTO: COURTESY JOE HARTNETT

## New York / New Jersey

No report submitted.

## TAMUG Cadets

No report submitted. ☆





# Annual General Meeting

## Professional Development Conference

May 9-11, 2012

### Location

Red Lion Hotel, Downtown Seattle, 1415 Fifth Ave., Seattle, WA 98101. The hotel is 3 blocks from the Monorail (takes you to the Space Needle); 3 Blocks to great shopping like Westlake Plaza, Nordstrom, and Pacific Place; 5 Blocks from Pike Place Market; and 2 blocks from light rail, which connects with SEA Int'l Airport.

### National Officer Nominations

The committee of regional VPs, chaired by Captain Carl Johannes is still searching for a full slate of officers for candidacy. All nominations are due to Captain Johannes (contact information on page 4) no later than January 15, 2012.

### Constitution & By-Laws

Any submissions for changes to

CAMM's Constitution or By-Laws must be submitted to the committees no later than January 11, 2012 to National Secretary Captain Donald Moore, Jr.

### Views & Positions

Please review the views and positions on the website. Submit thoughts and new views to committee chair Lyn McClelland at lyn@mastermariner.org.

### Professional Development Conference

The PDC will feature discussion on NW Passage / Arctic shipping, tsunami trash and more. Vancouver B.C. Ferry systems and personal electronics on the bridge are other topics that may be discussed. The Gala Dinner Keynote speaker to be determined.

A salmon dinner is a must when visiting Seattle; topping a list of options are a

boat ride to Tillicum Indian Village or an Argosy cruise.

### Accommodations

Reservations at the Red Lion Downtown can be made online (link from CAMM's website) or by phone at 1-855-515-1144. Use the code **CAMM0509** for the group rate; \$159/night, excluding taxes.

Hotel accommodation reservations are separate from event registration. You must fill out and return the event registration.

### Registration

The registration form is found on page 38 or follow the links from CAMM's website. Event registration is separate from hotel accommodations.

### Socials

Golf Outing on Wed., May 9th, to the beautiful Mt. Si Golf Course, and site of our annual YMTA fundraiser. A 1000am staggered start at \$50 per person fee includes green fee, cart and lunch.

The Welcome Social at the Red Lion will be late afternoon / early evening with dinner on your own. Cuisine of many ethnics are within walking distance.

Thursday we will entertain the spouses and companions with an outing. Current idea is a Seattle tour aboard a "Duck".

### Seattle's Maritime Festival

Stay in town and watch the annual tug boat races on Elliot Bay on Saturday, May 12th. The event coincides with National Maritime Week.

### Sponsorships Available

Please contact Captain Richard Klein for sponsorship opportunities. ☆

## 2012 LALONDE SPIRIT OF THE SEAS

### Who will you nominate?

Nominations are open to any member, living or deceased, with all the following attributes: humanitarianism, professionalism, seamanship, life-time achievements and noteworthy accomplishments, along with contributions to the maritime industry and the 'Spirit of the Seas' in their everyday lives. An eligible nominee may be a member in any category of the CAMM National membership in good standing (who is/was current in their dues to CAMM National and to their chapter, if also they were chapter members). Individuals must be nominated by a CAMM National member, who is also in good standing.

Mail your nomination forms, along with all supporting documents (six copies of all papers) to me by Jan. 20, 2012 at:

Capt. Robert Phillips, Chair  
Lalonde Award Review Committee  
319 Midway Drive  
River Ridge, LA 70123-2023

For additional information, applications or guidelines and rules, go to the CAMM website or contact your chapter president or regional vice president. And remember, **All nominations must be postmarked by January 20, 2012.** ☆

## CROSS'D THE FINAL BAR

### CAPTAIN MILTON S. RUSTEIN #135-R

Captain Rustein, 88, died May 21. A resident of Potomac, Md. He last sailed for Alpine Geo as Master of the RV SEASCOPE.

### CAPTAIN HAROLD R. GIVENS #277-L

Captain Givens, 85, died June 12. A resident of Mashpee, Mass., he last sailed for United States Lines as Master of the AMERICAN WASHINGTON.

### CAPTAIN MICHAEL P. SOEHNLEIN #1533-R

Captain Soehnlein, 65, died Feb. 1. A resident of Raleigh NC, he last sailed for Lykes Brothers Steamship Company as Master of the SS MARJORIE LYKES. He was a Kings Point graduate and received two masters degrees from the University of North Carolina. He loved antique cars and camping in his VW. He was a member of Hiram 40 Masonic Lodge. His wife, two daughters, and mother, survive him.

### CAPTAIN KENNETH CHAMBERS #2005-R

Captain Chambers, age 95, passed away on June 8 at his home in North Palm Beach, Florida. He was born in 1916 on Washington Island, WI. The Chambers family owned a commercial fishing business where he spent his younger years working alongside his father, uncles and cousins fishing on the Great Lakes.

In 1939 he went to sea as an able-bodied seaman to "see the world." During World War II he progressed through the ranks to 3rd officer as a merchant mariner. In 1945 he joined Robin Lines aboard the ROBIN TUXFORD. There he advanced to chief officer, and then to master in 1950.

He later worked for Moore-McCormack Lines as Master of the MORMACARGO, the first fully automated passenger cargo-liner enabling him to travel the world. He was a member of the Society of Naval Architects and Marine Engineers, and the Master Mariners Society, both South Africa and U.S. branches.

He retired in 1981 after 42 years at sea to his home in Florida where he enjoyed his time sailing with friends. His love for his home, family and country never went unnoticed. Kenneth was a greatly respected man by all who knew him. His wisdom and strong but subtle nature was a guiding presence for friends and family.

### CAPTAIN DONALD SAMUEL GRANT #2115-R

Captain Grant passed away with his loving wife Harriett at his side Oct 9, 2011. They had shared 50 years of marriage and companionship in Greenbrea, Calif. Capt. Grant was born June 6, 1918 in Everett, Washington. Attended Jr. College, went to sea as a young man with APL Steamship Company, sailing 24 years attaining rank of Captain. He was appointed

to the San Francisco Bar Pilots March 1955 and retired 1980. After retiring, Don and Harriett traveled the world together. He was also a member of the Marine Square Club, Clan Grant Society, Columbia Brotherhood Lodge 370, Master, Mates and Pilots, Free & Accepted Masons, Scottish Rite of Free Masonry, Shriners of North America 32 Degree. He is survived by many nieces and nephews in the Northwest.

Capt. Grant was interred Oct. 13 at Mt. Tamalpias Cemetery. Send donations to Shriners' Hospital in lieu of flowers.

### CAPTAIN STEN JOHANSSON #2190-L

by Captain Bob Phillips

It is with a sad heart that I must report on the passing of one of our oldest and staunchest supporters, Capt. Sten Johansson, on October 2, 2011 at the age of 92. Sten was born in Sweden on January 14, 1919 and served in the Swedish Navy during WWII until 1940. He then began sailing on foreign merchant vessels from 1940-1944, becoming one of the youngest masters. In 1944 he began sailing on American ships and married the love of his life, Ilene. In 1956 he became an American citizen and his daughter, Anita, was born. At that time he was sailing as Master with Standard Fruit Co. In the 1960s he began sailing for Lykes Bros. Steamship Co. as Master and stayed with them until he retired in 1984. After his retirement, he became more active in the New Orleans chapter of CAMM, serving a long stint as secretary/treasurer. He and Ilene attended many of the CAMM annual meetings over the years until Ilene's passing in 2000. Even after that loss, Sten continued attending local chapter meetings, right up until this past September. Sten was a good shipmate and friend and he will be missed by all of us that knew him.

### CAPTAIN RATCH WALLACE #3240-A

excerpted from the *Company of Master Mariners of Canada newsletter*

Ratch sailed off into history on October 16, 2011, and he was where he would have wanted to be, finishing up the cruising season commanding the CANADIAN EMPRESS on the St. Lawrence River when he suffered a heart attack.

In addition his maritime career, his passion was acting, starring in Canadian films and a TV series. As a leader, Captain and boss, he was highly respected, both personally and professionally. Ratch's motto was "the art of leadership lies in liberating people, to do what is required of them, in the most humane way possible. The true leader removes obstacles that prevent people from doing their jobs." (anonymous quote) No one who knew him will ever forget him. He will be very much missed by his hundreds of friends and colleagues. Ratch Wallace was a very active member of the CMMC and served as Master of the Great Lakes Division from 1995 to 1999, National Master from 1999 to 2001, and National Secretary since 2008.



# World Maritime Day & the Welfare of Piracy Victims



by Father  
Sinclair Oubre  
CAMP Chaplain  
#3220-A

## *The reports coming from the anti-piracy forces show some progress against pirate attacks.*

The number of successful pirate attacks has declined in the last year, but the overall impact on seafarers continues to grow.

A recent study has revealed that, during 2010 alone, 4,185 seafarers were attacked by pirates using firearms, and rocket propelled grenades; 1,090 were taken hostage; and 516 were used as human shields. No fewer than 488 were reported suffering significant psychological or physical abuse. According to the data given by IMB Piracy Reporting Centre in Kuala Lumpur, there are still around 300 seafarers in the hands of the pirates.

The human impact of piracy is only beginning to get the attention that it deserves. The post traumatic stress disorder that seafarers suffer after attacks, and successful hostage takings only has begun to be addressed by maritime stakeholders.

As part of the International Maritime Organization's World Maritime Day, Mr. Efthimios Mitropoulos, IMO's Secretary General, announced the establishment of Maritime Piracy - A Humanitarian Response Program ([www.mphrp.org](http://www.mphrp.org)).

MPHRP hopes to develop guidelines on "good practice" for companies and seafarer welfare organizations on supporting seafarers and their family members. This support is designed to respond to the three phases of a piracy

incident: pre-deployment, the crisis and post release/post incident. It will provide training modules for mariners, companies and seafarer welfare agents. It will develop an international network of trained first-responders with appropriate skills to respond to the needs of impacted mariners. By working through the established Seafarers' Helpline, it will provide a means for seafarers to access a network of aftercare professionals. Finally, it will become a resource for collecting appropriate research/information and to make this available to individuals and organizations.

Mr. Roy Paul, MPHRP's program manager, addressed a joint U.S.-Philippines piracy meeting at the U.S. Maritime Administration on October 21, 2011. He noted that much work had been done in developing best management practices for the protection and hardening of ships, but the BMP presently doesn't talk about hardening of the seafarer. There are too many stories of seafarers failing to receive the help and healing that they need after their harrowing ordeals. In addition, families have often been left in the dark, and are not kept informed on the progress of negotiations or ransom payments.

Mr. Paul noted that MPHRP will produce two best practices guides. The first will be directed toward shipping companies on how to support seafarers' families. The second will assist in the training of seafarers on how to physically, psychologically and spiritually respond to the hardships of being held captives by pirates.

As a U.S. merchant mariner, I feel

strongly that the efforts of MPHRP should not be pigeonholed as something only for foreign seafarers. Last night, I was talking to the chief engineer of a U.S.-flagged vessel bound for Djibouti. They will be carrying armed guards as they transit the Horn of Africa. Any seafarer who has to pass through this area can benefit from this new initiative.

[Post Script: Mr. Paul noted that for many seafarers, their return is clouded in secrecy. The company has the seafarers sit apart on the returning flight. They are warned about speaking to the press, and they are quickly dispatched to their home villages, often not to be heard from again. The purpose of this policy is to "do away with a problem" as quickly as possible. However, there is also another concern that must be guarded against, and that is the need to guard seafarers from exploitation by the media.]

*Continued on page 12 >>>*



PHOTO: TOM STAPLETON

*Western Gulf of Mexico World Maritime Day Observance Event organizer Father Sinclair Oubre addresses attendees.*

## Dear CAMM,

### Bad Usage

*Sidelights* is the last publication that I expected to find bad usage of “merchant marine” and its derivations - but there it was!

At least twice in Oct's *Cross'd the Final Bar* the editor refers to the “Merchant Marines” as if it was a collective of individuals. Will someone kindly educate said editor that the merchant marine is an industry and the people that work in the industry are merchant mariners. An individual can be a member of the merchant marine but that doesn't make him a “Merchant Marine” nor does he belong to a group called the “Merchant Marines”.

Don Tierney,  
#1574-R

*Editor's Note: Most often they are sent in by family or friends and were also published elsewhere. I do happen to agree with you and thank you for pointing this out. — CTB*

## New Members

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

- 329-L Captain **Gerard J. Nolan** of Lottsburg, VA  
*Re-Instated, welcome back; Upgrade to Life member*  
Sponsored by Captain Donald M. Moore, Jr., #1513-L
- 3315-R Captain **Carl Winter** of Morristown, NJ  
*Master -Cable Layer CS TYCO RESPONDER*  
Sponsored by Captain Liz Clark #997-L
- 3316-R Captain **Jose Leonard** of Gig Harbor, WA  
*Master, Ocean Going-Tankers. Currently working ashore as Secretary/Treasurer for AMO.*  
Sponsored by Captain Joseph Gremelsbacker, #2540-R
- 3317-R Captain **Richard K. Kirk** of Mountlake Terrace, WA  
*MSC, Master USNS JOHN ERICKSON*  
Sponsored by Captain Donald M. Moore, Jr., #1513-L
- 3318-R Captain **Donald Garrido** of San Antonio, TX  
*Retired; Sailed Master for MSC; Panama Canal Pilot Recommended by Captain SV Faulkner #2989-RP*  
Sponsored by Captain Donald M. Moore, Jr., #1513-L
- 3319-S Captain **Jeffery B. Musk** of Rollinsford, NH  
Sponsored by Captain Liz Clark #997-L
- 3320-S Captain **Andrew C. Strosahl** of Dover, NH  
Sponsored by Captain Liz Clark #997-L

### Triple our Membership Drive

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

*Oubre>>>Continued from page 11*

Archbishop Antonio Vegliò, president of the Pontifical Council for the Pastoral Care of Migrants and Itinerants raised just this issue in the message he sent to the CAMM-sponsored Western Gulf of Mexico World Maritime Day Observance. He noted, “*Then AOS in cooperation with other professional organizations and people could coordinate the spiritual, psychological, social and material assistance to the families during and after the hijacking protecting them from curious reporters and intrusive media.*”

The need for this protection sadly was demonstrated by the venerable maritime publication *Lloyd's List*. In their October 24 issue, *Lloyd's List* printed the photos of captured seafarers from the *M/V RENAUR*. On the front page, three seafarers are shown hogged tied, and on page 2, the terrorized and drawn faces of other crewmen shown holding a sign pleading for help.

I hope *Lloyd's List*, and other maritime publications, will show greater sensitivity to the dignity of captured seafarers, and for the well being of already overburdened families by not publishing such exploitative images in the future. ☆

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## Embarked armed teams now commonplace on commercial vessels



by Will Watson  
Maritime Journalist  
# 3256-A

*Not since World War II have so many commercial vessels travelled with heavily armed paramilitary teams aboard.*

The enemy is different and while there's no declared war that poses a threat

to ships and their crews, the scourge of piracy still poses a risk that an increasing number of ship owners and operators see as justification for arming their vessels.

The use of Privately Contracted Armed Security Personnel (PCASP) has apparently been very successful in that no vessel with an embarked armed team has been successfully hijacked by Somali pirates. There have been numerous reported cases of exchanges of gunfire between the embarked teams and pirate skills and in every case, the skiffs broke off the attack at the culmination of the exchange.

The protection afforded by the PCASPs does come at a price – crew members run the risk of being caught in a crossfire during the exchanges. For that reason, most crews have been sent into citadels or safe rooms after suspected pirates ignore the customary warning flares, audible warnings and continue to approach the ship.

There is a new alternative now being offered to vessel operators in the form of armed and private Convoy Escort Program (CEP) vessels. Some of these entities have been launched by private security firms and others formed at the behest of insurance underwriters, who want to remove the guns from vessel

decks in favor of small and fast patrol craft that can engage the pirates before they get within the ship's security perimeter.

Virtually all of the security groups, whether embarked or escort, find their teams from among veterans of the world's military forces.

Former U.S. Navy SEALs, Royal Marines and Special Boat Squadron veterans from the U.K and, more recently, former Philippine SEALs (many trained by their U.S. counterparts) are accepting the job of safeguarding vessels, crews and cargos as they move through the Indian Ocean, Gulf of Aden and Red Sea.

A major issue in selecting such a team is proper vetting to ensure that the guards meet background, training and psychological criteria. One accepted means of pre-qualifying such teams is whether they are members of the Security Association for the Maritime Industry (SAMI), which vets security companies before accepting them into membership.

Once hired, logistics becomes a major issue in choosing where to embark and disembark the guards and their arms. Some countries in the region are more accepting of the practice than others. And in any case, the vessel needs to have proper paperwork aboard to attest to the team's credentials, ownership of the weapons and clearance from the ship's flag State allowing the guards to be embarked. This is especially true for vessels calling at ports in India, South Africa

and transiting the Suez Canal. Failure to meet stringent reporting requirements can lead to the arrest of the vessel, seizure of the arms and possible legal charges for the master and the guards.



Photo: Eric L. Bourgeois, U.S. Navy

Notwithstanding these logistical hurdles, the guards are getting the job done and it is estimated that 30% or more of vessels transiting the high risk region are now carrying armed teams. And the pirates are finding the pickings scarce in consequence. Fewer and fewer ships are being taken despite more pirates going to sea and the number of sightings and attacks on the increase.

Until the world's governments find a solution to the piracy problem, which will require shoreside action, the guards are a reasonable solution to an unreasonable problem.

*Will Watson is a member of CAMM and a veteran journalist. He also is the Maritime Security Liaison at International Registries, Inc. (IRI), which administers the Marshall Islands Registry, the world's third-largest flag State.*



by Jan Newton  
Executive Director  
NANOOS



## News from the U.S. Integrated Ocean Observing System (U.S. IOOS®) and Northwest Association of Networked Ocean Observing Systems (NANOOS)

As the Executive Director of NANOOS (the Northwest Association

### What is the U.S. Integrated Ocean Observing System (U.S. IOOS®)?

of Net-worked Ocean Observing Systems), I was very pleased when Captain Tom Bradley invited me to share information about my organization with CAMM members around the country. We benefit greatly from Captain Bradley's active participation in NANOOS and have previously presented information about national and regional efforts to deliver timely ocean information to national meetings of CAMM leaders at his invitation. NANOOS is the Pacific Northwest Regional Association responsible for developing, deploying and maintaining a Regional Coastal Ocean Observing System (RCOOS) as part of the U.S. National effort to deploy a fully robust and comprehensive Integrated Ocean Observing System (IOOS). This national effort is led by the U.S. Integrated Ocean Observing System (U.S. IOOS®) office in NOAA that, in addition to serving as the coordination office for federal efforts, also oversees regional observing effort managed by eleven Regional Associations, including NANOOS, arrayed along the nation's ocean coasts and Great Lakes.

As with the international Global Ocean Observing System, the U.S. IOOS® consists of two components: a global, open-ocean component and a coastal component focused on observations, products, and services needed from within the estuaries (head of tide) to the edge of the nation's Exclusive Economic Zone (EEZ). In the U.S. coastal zone, the notion of a "national backbone" was articulated in the Ocean. U.S. reports in which federal agencies were to be responsible for the funding and provision of a set of core and ancillary measurements. These would be augmented by higher density measurements provided by regionally-focused consortia of organizations (including industry, tribal, state and local governments, academia, and NGO's) that would augment the backbone federal measurements to both benefit federal agencies in fulfilling their mission requirements as well as to better serve regional needs. This approach was adopted as it was the most efficient way to fully meet federal agency mission coastal ocean information mandates, adequately understand and address regional ocean information needs, and build an informed ocean constituency in the U.S. There are presently eleven IOOS® Regional Associations throughout the U.S., each of which is responsible

for maintaining, operating, and improving a regionally-focused RCOOS that meets regional federal agency and other regional stakeholder coastal and ocean information needs.

NANOOS (<http://www.nanoos.org>) is the regional association of the national IOOS® for the PNW states of Oregon and Washington. The spatial domain of NANOOS extends from the U.S./Canada border in the north to Cape Mendocino, California in the south. Despite these political boundaries NANOOS maintains strong cross-boundary ties with observing programs in Alaska, British Columbia, and in central and northern California through our common purpose and because of the overlap of data and products. Established by charter in 2003, NANOOS now comprises well over 40 entities, including tribal, state, and local governments, industries, non-governmental organizations and academic institutions; all have signed NANOOS's operational Memorandum of Agreement (MOA) and now form its Governing Council.

### U.S. IOOS® and Maritime Operations and Safety

A major sector that the U.S. IOOS® is designed to benefit is maritime operations and safety. Data provided by the system is used to issue weather and marine forecasts, as well as enhance national defense, marine commerce, and





navigation safety. As one example, a particular IOOS® data collection tool that is critical to saving lives, improving time and fuel efficiency, and enhancing oil-spill response is high-frequency radars that monitor sea surface currents. Several Regions around the country are working with the maritime community and the U.S. Coast Guard to provide and improve tools for mariners that are critical to the safe passage of vessels, efficient harbor navigation, and search-and-rescue operations.

The Southern California Region, SCCOOS (Southern California Coastal Ocean Observing System), paired currents data from radar systems with existing wave data into a user-friendly website providing tankers with up-to-date sea conditions as they enter the Port of Long Beach, California, one of our nation's busiest ports.

The Mid-Atlantic Region, MARACOOS (Mid-Atlantic Regional Association Coastal Ocean Observing System), worked with the U.S. Coast Guard to integrate sea surface current data from 26 high-frequency radars between Massachusetts and North Carolina into the U.S.C.G.'s mid-Atlantic Search and Rescue system in 2009. Collaboration is on-going and nationwide expansion is expected in 2012.

## News from NANOOS, the Pacific Northwest Regional Association

At NANOOS, we are constantly striving to improve data and forecast products that meet the needs of marine stakeholders in the Pacific Northwest. Our main data portal, the NANOOS Visualization System (NVS), provides data and forecasts from over 25 data providers, including NOAA buoys, CDIP wave buoys, and sea surface current data. In addition to hosting our data and products on NVS, we also work with groups to provide tailored webpages fea-

turing data and forecasts relevant to their specific interests in a fashion most useful to them.

To further promote our efforts of to better understand the priorities of access to marine data and forecast needs in our region, NANOOS in partnership with U.S. IOOS®, is hosting a workshop to bring together users and providers of marine information to explore how monitoring and forecasting the ocean, coast and estuaries can best deliver safety, economic and environmental benefits to industries, government and citizens

*Continued on page 17 >>>*



Monitoring and forecasting the ocean, coast and estuaries delivers important safety, economic and environmental benefits to industries, government and citizens throughout the Pacific Northwest region.

Ensuring coastal safety requires an understanding of hazards such as tsunamis, flooding, erosion and harmful algal blooms. Understanding the coastal ocean and estuaries provides direct economic benefits to maritime operations, ports and harbors, fisheries, aquaculture and the recreation and tourism industries. Even far inland, the ocean drives weather and climate affecting all businesses and citizens.

By better understanding the connection between the ocean and weather we can improve predictions of when and where severe weather will strike. Reducing uncertainties in knowledge of future weather and climate significantly improves strategies for management of infrastructure and the reduction of business risks.

Managing the sustainable use of marine resources and the quality of the marine environment requires continuous monitoring of threats such as accidental

spills, low oxygen and ocean acidification.

A sustained Integrated Ocean Observing System (IOOS), which NANOOS represents in the Pacific Northwest, that connects information at a global, national, regional state and local scale is an essential means of delivering these benefits.

Bringing together beneficiaries and providers of marine information the workshop will explore existing and emerging user needs for data, information and forecasts; provide an opportunity to match user needs with observing system capability and will help to inform future plans for improved delivery of benefits.

**Pacific Northwest Waters: GATEWAY TO OUR FUTURE**

A workshop bringing together users and providers of marine information to explore how monitoring and forecasting the ocean, coast and estuaries can best deliver safety, economic and environmental benefits to industries, governments and citizens of the Pacific Northwest.

**Thursday February 2, 2012**  
Microsoft Conference Center, Redmond, Washington

Early registration for the free event is highly recommended. For more information visit: [WWW.IOOS.US/PNW](http://WWW.IOOS.US/PNW)

Northwest Association of National Ocean Observing Systems (NANOOS) with support from: **Microsoft Research**, **SonarDyne**, **Algal Bioinformatics**

### Who should participate?

- Industries, federal, tribal, state and local organizations that make use of marine information
- Educators and researchers
- Value-added consultancy and information providers
- Manufacturers of observing platforms and instrumentation

### What will be covered?

- A view of the regional coastal environment, the linkage of oceans and weather/ climate, and coastal hazards
- A review of how observations benefit industries, governments, and citizens
- An understanding of how observations are used to deliver benefits to a variety of interests
- An opportunity to network across a range of users and providers of marine information

## Criminalization is alive and well in New Zealand



by Captain  
Dr. John A C Cartner  
#2574-R

### *The foul odor of the criminalization of another shipmaster is coming up from the antipodes.*

The scenario is depressing-ly repeated. The master of *RENA* will be hanged. In these cases, injustice is

riding the shipmaster's back.

Earlier we had three kinds of trials. There were trials for the King's justice with a predictable order. There were Trials by Combat. One rider with a lance tried to impale the other before meeting the same fate. God punished the guilty party by bringing him to heaven as the consolation verdict. The innocent was set free because he had been saved by Grace.

Then there was Trial by Ordeal. Think dunking stools, being thrown into a lake with hands tied to see if the accused could learn to swim immediately. If the accused died, innocent or guilty he was going on to God. If he lived he was innocent because God was with him. Until recently, the King's justice eventually out-competed the others and prevailed.

Now Trial by Ordeal returns. It is Trial by Press. It offers great public entertainment. The story-of-the-day journalists fan the flames using prosecution press releases and dead bird counts. The wretch in jail is soon forgot. Masters are rarely titillating in the news. Justice has played its game for now. There is no hope. The master, merely a man and not a bird has been convicted by Press and awaits public hanging.

Next phase is Fate by Finance. The master has been found guilty in the press. The press and people have had their public expressions of television-flamed outrage. Now real courts come along. Justice is a function the better set of lawyers. The state has the full weight of the government to support it

and unlimited budget. A pollution case is best. If an aspiring prosecutor tries a good pollution case he or she can get a real job outside the prosecutor's office when it is over.

The master? He has little coverage. The owner might chip in a little. Now the master is in the full clutches of finance. It shakes him as a hound does a fox. The owner does not care because his money is not endangered – the laws are tilted so no liability attaches to him. The crewing agency or union does not care. The master is now a press-created embarrassment. Everyone else is covered. The prosecutor sees an opportunity.

Who cares now? The powerless. Those who have been stripped of career, money and reputation then thrown to a footnote in a history. Captains Schröder, Hazelwood, Madouras care. These are the people who know what is really happening. They understand from experience: shipmasters make good press, are expendable, and certainly not worth much to anyone now. They have been described in at least one doctoral dissertation as *Shipmasters: Pawns of the Financial System*.

The trials are show trials. The conclusions are foregone. No matter how much the defense tries it understands this is Trial by Ordeal. Prosecutors use the full arsenal: threats, lies, snitches, prevarication, bad laboratory work, coached witnesses. Sexism has a place. In *ZIM MEXICO III*, Capt. Schröder was prosecuted by an apparent man-hater before an apparently man-hating judge.

*Continued on next page >>>*

piled on injustice until the whole collapses.

There is a navigational problem, often followed by collision (*MARMARA PRINCESS* and *BEAU RIVAGE*) or a grounding (*ERIKA*). Then comes pollution by black oil (*EXXON VLADEZ*). During the spill, detention, drumhead trial and public hanging of the obviously guilty by the lynch-mobs and the environmental *vigilantes* come on stage as if cued occurs. The fault-worthy have been identified and convicted. Shouts of revenge fill the air. There is no relief and no hero to the rescue.

Arrest follows by the local police (*FULL CITY*) who round up the usual suspect, the shipmaster, and detain on either an improper law or an obsolete one (*ZIM MEXICO III*). A preordained guilty hearing before a maritime-ignorant magistrate occurs (*HEBEI SPIRIT*) with an unreachable bail set. The master, is detained (*PRESTIGE*) for fear he will flee. The prosecutor plays the tune to a supposedly neutral magistrate – who puts the sub-human and sinful pile of flesh of a shipmaster behind bars. Then comes the hyperbole for the press to trumpet (*EXXON VLADEZ*). The magistrate, wholly conflicted without the grace to recuse himself, wants to be in the newspapers





**Cartner >>>Continued from page 16**

Conviction is all. Justice is a nice by-product but not necessary. The Trial by Ordeal was abandoned in the middle ages and replaced by Trial by Compurgation. Trial by Compurgation required the accused to swear on a Bible's innocence then to have others swear the same. This somehow seems better than the alliance of press, money and prosecutorial and judicial indiscretion hanging masters. Perhaps we should bring it back for balance. Mothers: do not let your sons grown up to be shipmasters. ☆

*John A C Cartner is a lawyer and solicitor practicing in Washington and London. He is certificated as a master mariner with no restrictions. He is the principal author of The International Law of the Shipmaster (2011) Informa/Lloyds Press, www.intershipmasterlaw.com and co-author of Defending against Pirates: The International Law of Small Arms, Armed Guards and Privateers, (2011) Intershipmaster Press. www.intershipmaster.com.*

**Anyone who goes to sea  
should buy, beg,  
borrow or steal a  
copy of this book.  
It can save a lot of worry,  
time and money  
in the long run.  
My complaint is that  
it didn't come out  
years earlier when I was  
actively sailing.**

**— Captain Tom Bradley**

**IOOS >>>Continued from page 15**

of the Pacific Northwest. The workshop is being held on February 2, 2012 in Redmond, WA and is free and open to anyone who is interested in attending. We encourage CANN members interested in learning more about ocean observing to join us. For more information, please visit: <http://www.iooc.us/stakeholder-outreach/pacific-northwest-workshop/>. ☆

For more information:  
U.S. IOOS: [www.ioos.gov](http://www.ioos.gov)  
NANOOS: [www.nanoos.org](http://www.nanoos.org)

# The International Law of the Shipmaster

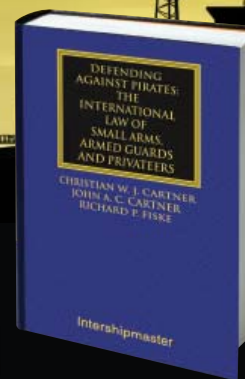
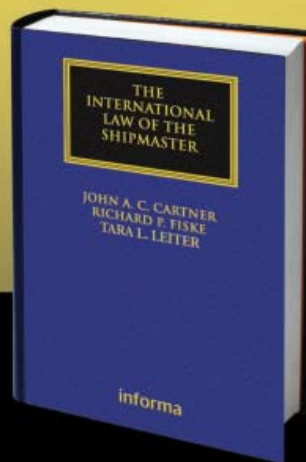
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by Rear Admiral  
Jim Watson  
#3300-H

## Coast Guard Mariner Flag Forum

### Marine Safety Data

*Sept. 20, 2011*  
Marine safety and environmental stewardship are closely associated when you look closely at the Coast

Guard's marine investigation data for a period of time, say 10 years. In fact, between 2001 and 2010 the Coast Guard's data from almost 21,000 vessel oil spills shows that 97.3% of the spill volume is attributed to just 5.2% of the incidents which involved a marine casualty (an incident resulting in a death or severe injury, loss of vessel or major damage). Non-casualty spills occur much more frequently, but average much less in volume. Non-casualty incidents involve a human error such as inattention during fueling, or a material failure such as a hull crack or hose failure without a catastrophic event.

Interestingly, marine casualties can usually be traced back to one of the same broad causal factors as the non-casualty incidents - human error and material failure. Those 5% of the human error and material failures that released 97% of the pollution and all of the deaths and ship losses happened at really inopportune moments - such as when another ship or a bridge is in the way, or a spark ignites the cargo vapors, or the weather is particularly bad.

The Coast Guard does not collect near-miss incident data (as in commercial aviation), but it's very likely that such

data would correlate with marine casualty data, non-casualty spill data, and routine inspection discrepancies.

Analyzing marine safety data, including oil spill and inspection data, is essential for prioritizing prevention initiatives. Good government and good business involves investing time and money where the most benefits will result. Even though a very small percentage of incidents are catastrophic, it pays to analyze the non-casualties and near misses, because the odds are that sooner or later recurring human errors and material failures will happen at just the wrong time and the result will be much worse than a minor oil spill or inspection discrepancy.

### Safety Management

*Sept. 26, 2011*

Human error and material failure are the predominant cause of marine casualties (deaths, injury and property loss) and non-marine casualty incidents (typically minor oil spills). The most frequently identified human errors across all vessel and casualty types are inattention, procedural error and mistiming error. The most common material failures are hull plating, steering gear, propulsion components, and fuel system failure.

A few marine casualties are a result of an explosion or catastrophic hull failure, but most are groundings, allisions, collisions and foundering resulting from a loss of control of the vessel. These latter marine casualties are typically caused by one of the common human errors or material failures.

Documenting and learning from the human errors and material failures that result in non-casualties and near misses

is key to avoiding marine casualties. This is the basis for ship vetting by cargo shippers and safety management systems by shipowners. These systematic, high-level process improvement mechanisms have contributed to a dramatic reduction in tank ship and tank barge casualties. Passenger ships, drill ships, towing vessels and freightships have also experienced the benefits of ship vetting and safety management.

Thank you for your comments following my last email. I hope these observations from the USCG Prevention Directorate are useful for your business or operation.

### Why have Coast Guards?

*Oct. 30, 2011*

Because, people depend on the sea and waterways. Coast guards exist because of this dependency. Even though most of the sea is a global common, there are very important roles for coastal state sea service providers wherever maritime activities occur.

The maritime has 5 main uses: transportation, fishing, recreation, battle space for navies, and most recently for accessing offshore energy. Trade and mobility via maritime transportation and commercial fishing are the oldest organized waterborne activities. Recreational boating and naval operations have been around a long time too, but rely less on coast guard governance than the other three activities.

World wide, about 2 million people work in marine transportation, deep-sea commercial fishing and offshore energy production. Two million is not a lot of people when you consider the billions ashore who rely on these activities. So,





one of the main roles of a coast guard is to protect and provide certain services to these seafarers.

Coast guards enforce safety standards for constructing and operating vessels in the harsh marine environment. They also provide navigational aids, rescue services, investigative and adjudication services, ship and port security, and waterways management services.

Another role is just to have a presence where there would otherwise be no government presence. In 1787, Alexander Hamilton wrote, "A few armed vessels, judiciously stationed at the entrances of our ports, might at a small expense be made useful sentinels of the law".

Today, as in Hamilton's day, the primary employment of a coast guard cutter at sea is to exemplify good seamanship and reinforce the universal laws of the sea. In an age of democracies and globalization, this presence on the sea is necessary for sustaining the civilian maritime profession so they continue to serve the rest of mankind. Secondarily, as available, coast guard cutters are called upon to perform police-type missions, such as interdicting smugglers and illegal aliens, or assisting shore side emergency responders following a hurricane or earthquake.

Finally, since every coast guard is an agency of a sovereign maritime nation, maritime savvy coast guard government employees provide the necessary human interface between the ship borne seafarers and the shore side port authorities, customs officials, longshoremen, etc. Similarly coast guardsmen serve as the interface for coastal salvage and spill response as necessary.

## Front and Center

October 30, 2011

It's time to step forward in the public's eyes. Our profession lies comfortably below the radar in an era when it should be front and center again. Why should entertainers, athletes, academics, doctors, and soldiers rank higher in public opinion than seafarers? Aren't we in an era that values interdependence over isolation? Diversity over bigotry? Trade over stagnation? Efficient technol-

ogy? Environmental improvement? Fact-based safety, security and cleanliness?

I think many people would yearn for the adventure, experiences, and self-satisfaction of being a maritime professional if they just knew more about it. Others would certainly have to admit that a relatively few maritime professionals are critical for providing the necessities of life for the rest of world's population.

We need more media attention and some modern day maritime heroes. Sometime in the past the industry and profession seems to have gone underground. Except for the cruise industry, which probably got a boost from the TV show *Love Boat*, the public has no exposure to ships and seafaring.

I have no trouble finding maritime-based novels and adventure stories by the great authors and playwrights of the 19th and early 20th century. The late 19th century public was fascinated by the technological and standard of living changes occurring because of the maritime expertise of the day. Joseph Conrad, Herman Melville, Rudyard Kipling, Arthur Conan Doyle, Jules Verne and Mark Twain were very popular writers who told sea stories.

There may be modern lessons learned from other professions. I attribute the public's opinion reversal for the military profession partly to movies like *Hunt for Red October* and *Top Gun*. As a Coast Guard officer who is both military and maritime, it has been remarkable to experience the military side glow brighter while the maritime side has become relatively dimmer. I would have thought just the opposite would happen when I entered the service in 1974.

The maritime profession is on par with every other world-class profession for technology, capitalization, interdisciplinary integration, and standards of professionalism. Plus there's still a good deal of adventure and romance. Why not tout the story for all to hear?

## Transition

Nov. 28, 2011

This week is my last week in the Coast Guard. I will begin my new job at the

Department of the Interior as Director as Director of the Bureau of Safety and Environmental Enforcement (BSEE) on Thursday, December first.

Captain Paul Thomas will take over most of my duties as Director of Prevention Policy at U.S. Coast Guard.

I entered the Coast Guard in 1974, so this will be a pretty momentous transition for me. Fortunately, the Coast Guard has prepared me well for my new position. BSEE has a mission similar to USCG, but with a specific focus on offshore oil and gas exploration and production. I have always had a strong respect for the courage and professionalism needed by those who work at sea. In my new job, I will focus on those who live and work on drilling units and production platforms.

Of course, I will not forget the men and women who go to sea in other capacities. We are all part of a unique profession. The waterways and oceans of the world are what connects societies, cultures and economies, but only a few of the billions of people who benefit actually live and work in the maritime industries. ☆

*In August, Rear Admiral Jim Watson started an email posting. RAdm Watson, who spoke at the CAMM AGM in Baltimore, was kind enough to let us reprint these articles in Sidelights. Just prior to going to print, we learned RAdm Watson will be taking on a new position with the Department of the Interior, as noted in his last post.*

*The Council of American Master Mariners sincerely appreciates RAdm Watson's efforts to improve communications and understandings between mariners and the U. S. Coast Guard. Well Done. The Council wishes you Fair Seas in your new position.*

*The link to RAdm Watson's posts can be found on the CMAM website under USCG Quick Links or directly at: <http://cgls.uscg.mil/mailman/listinfo/cgmaritimeff>.*

## Where does the Money Go?

*Harbor Maintenance Trust Fund has billions of unspent tax revenue*

by John C. Marcario  
Assistant Editor  
Seapower Magazine  
June 2011

The Panama Canal expansion is being called a game-changer by commercial maritime experts because it will be able to accommodate larger ships carrying more cargo.

But tight budgets leave most U.S. ports ill prepared to handle the anticipated increase in traffic.

The U.S. Army Corps of Engineers (USACE), which is responsible for selecting and executing port projects each year as part of its annual workload, estimates that full channel dimensions at the nation's busiest 59 ports, based on traffic flow, are available less than 35 percent of the time.

Since 1986, import and domestic shippers have been charged a Harbor Maintenance Tax against the value of their cargo to recover operation and maintenance costs at U.S. coastal and Great Lakes harbors. The 0.125-percent tax rate has not been changed since 1990.

The tax revenue, which goes into the Harbor Maintenance Trust Fund (HMTF), is spent mostly on dredging harbor channels to their authorized depths and widths. For the last decade, however, far more revenue has gone into the HMTF than has been spent maintaining U.S. ports. As of April, the HMTF has \$5.65 billion in unspent revenue.

The tax revenue is deposited into the U.S. Department of Treasury, which

decides which projects completed by the USACE are eligible for reimbursement from the HMTF. Separately, Congress appropriates the tax funds each year for harbor dredging and maintenance.

The USACE budgets about \$800 million per year for coastal navigation channel maintenance that is eligible for reimbursement. This amount is determined based on input from ports and shippers, the overall budget ceiling and distributions across the USACE's eight Civil Works functions. Those functions are: impacts of navigation, flood damage reduction, hydropower, environmental stewardship, regulatory, recreation, water supply and formerly used site remedial action plan cleanup of contaminated sites.

Money collected from the tax that is placed into the Treasury is spent on ongoing operations of the federal government, said Treasury spokesman Matt Anderson. "The funds are invested in Treasury securities, and they can be redeemed on an ongoing basis. So the funds are available on an ongoing basis," Anderson said.

Much of the criticism is focused on the disparity between available funds and the condition of U.S. ports and waterways, which proponents of the Harbor Maintenance Act of 2011 (5.412) aim to correct. The proposed legislation would require "the total budget resources for expenditures from the Harbor Maintenance Trust Fund for harbor maintenance programs to equal the level of receipts plus interest credited to such Fund for that fiscal year. It limits the use of such resources to such programs only," the Congressional Research Service (CRS) wrote in its summary of the bill.

In a Feb. 17 Senate floor statement introducing 5.412, Sen. Carl Levin, D-

Mich., noted the HMTF has "a significant sum of money to address our nations need for clear and navigable harbors connecting our nation's farmers and manufacturers to the web of international commerce."

However, Levin said, the money "is not being used that way; or at least not to the extent it should be. Despite that significant balance, our harbors are struggling because of unmet maintenance needs. In the Great Lakes region alone, more than 18 million cubic yards of material need to be dredged from harbors to ensure safe navigation. Dredging these harbors would be a \$200 million job."

The ports in California, for example, together contribute about 34 percent of the total tax revenue put into the fund each year. They receive about 4 percent of funds available each year for maintenance, based on numbers since 2007, said Marilyn Sandifur, spokeswoman for the Port of Oakland.

"These are pretty small amounts for what's available, and quite a bit is not spent. We fully support spending the total amount collected for maintenance and dredging in federal channels," Sandifur said.

The Port of Oakland, she said, is slated to get \$8.7 million in HMTF money in the proposed fiscal 2012 budget, but it needs \$25 million.

"We've got to keep our harbors deep enough for the ships to come in efficiently; and time is certainly crucial. The quicker we maintain these harbors and keep them deep, the quicker the ships can transit more efficiently in and out of our harbor. Time is money for our customers," Sandifur said.

USACE officials said they have heard several complaints from ports and maritime officials regarding how little trust fund money is spent each year.



*“The ports would like to see us fully maintain these navigation channels so that they can economically move their commerce. Once they understand the current legislation is what drives our process, they channel that energy into seeking legislative change through Congress,”* said Jim Walker, head of the navigation branch at the Washington headquarters of the USACE.

Walker said the busiest ports are given a higher priority for maintenance funding.

*“It is hard to weigh those decisions,”* he said.

The USACE takes part in the budget-development process. In theory; it could request a larger amount for projects eligible for HMTF reimbursement, but Walker said that would take away funds from the overall budget for projects in the other eight Civil Works areas.

In fiscal 2010, the USACE’s total budget was \$5.125 billion and it spent \$828 million on projects potentially eligible for HMTF reimbursement. The USACE has 1,067 navigation projects that were authorized by Congress and are eligible for operation and maintenance funding. Not all of those projects are active and eligible to receive money from the HMTF, however, because they either lack up-to-date environmental clearances, approved sites to place the dredged material or non-federal sponsors to full

fill requirements. The proposed fiscal 2012 budget calls for funds for 156 navigation projects.

Walker said projects such as improved channel maintenance, site management, disposal site management, coastal jetties improvement and better use of dredging material could benefit from the full use of revenue collected via the tax.

Manpower within the USACE is another challenge when trying to use all the tax revenue in a given year, said Susan Irving, director for federal budget analysis and strategic issues at the Washington-based Government and Accountability Office (GAO).

*“The ability to use the money well is constrained by things such as manpower and [modern] technology and how many projects you can manage at once,”* Irving said.

In past years, Congress would add funds for port projects they wanted the USACE to work on through the use of earmarks. This could change, however, as lawmakers reconsider the use of earmarks. If the practice is banned, then no additional funding can be added outside of the fiscal budget for legislator-favored

projects, including those for ports.

The CRS, in its Jan. 10 report *Harbor Maintenance Trust Fund Expenditures*, also was critical of how the fund was being handled.

### The Billion-Dollar Question

Legislators and maritime experts say they are frustrated that billions of dollars, held in a fund pegged for port projects, sit idle in the U.S. Department of Treasury.

- Since 1986, shippers have been charged a Harbor Maintenance Tax against the value of their cargo.
- As of April, the Harbor Maintenance Trust Fund has \$5.65 billion in unspent revenue.
- The proposed Harbor Maintenance Act of 2011 would mandate all revenue collected from the Harbor Maintenance Tax be spent solely on port projects.

*“Due to inadequate appropriations from the HMTF, navigation channels are getting narrower and shallower due to sediment accumulation,”* the report said.

A January 2009 Maritime Administration report, *America’s Ports and Intermodal Transportation Systems*, noted that the USACE said almost 30 percent of commercial vessel calls at U.S. ports are constrained. The full capacity of ships cannot enter the port, due to inadequate channel depths.

The amount of tax revenue ports generate also varies significantly due to differences in the amount and characteristics of the cargo handled. Consequently, tax revenue is redistributed from ports that are large import gateways with naturally deep channels to lower volume ports that require frequent dredging to maintain adequate channel depths and widths, the CRS report said.

The ports of Los Angeles, Long Beach, Calif., Seattle and Tacoma, Wash., and to a lesser degree Boston, New York

*Continued on page 22 >>>*

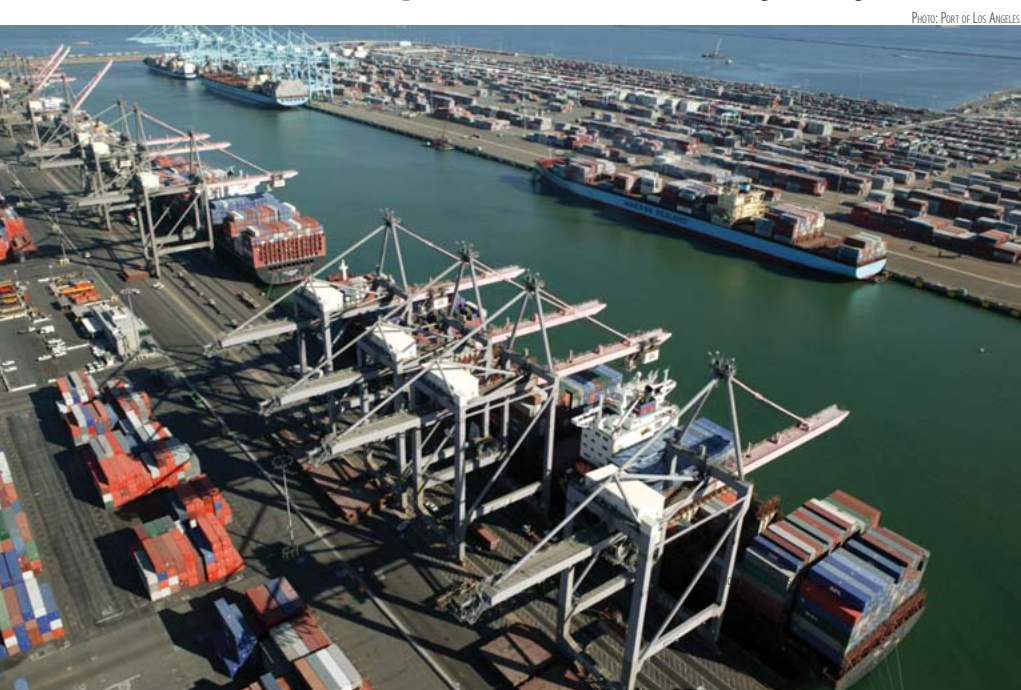


PHOTO: PORT OF LOS ANGELES

*The ports of Los Angeles, Long Beach, Calif., Seattle and Tacoma, Wash., and to a lesser degree Boston, New York and Houston, are among the largest net generators of Harbor Maintenance Tax revenue. The Pier 300-400 container terminals at the Port of Los Angeles are shown here.*



**HMTF >>>Continued from page 21**  
and Houston, are large net generators of tax revenue. Fishermen and recreational boaters do not pay the tax.

Dave Sanford, director of navigation policy and legislation for the Alexandria, Va.-based American Association of Port Authorities, a nonprofit trade association that represents more than 160 public port authorities, said the administration will not talk about specifics on where the money from the fund is spent once it goes into the Treasury, but this is something past administrations have done as well.

"We are trying to fix that," Stanford said.

Proponents of 5.421, sponsored by Levin and co-sponsored by 19 other lawmakers, believe they have a strong

their exports, and reform export controls consistent with national security."

Sen. Mary Landrieu, D-La., is among the bipartisan co-sponsors for the act. About one-fifth of HMTF money is spent in her state. A Landrieu aide said a possible ban on earmarks could help in getting the act to a vote.

"I have always thought that the inability of members to agree on whether earmarks are good or bad and how we are going to handle that situation may prompt some consideration on this legislation," the aide said. "If we have earmarks, a member in a powerful position can add money to specific waterways projects the administration has underfunded in their budget requests. If we don't have that ability any more, then a lot of waterways are going to get shorter changed than they already are."

Support for the bill has been good, but not great, and that is partly because members of Congress do not understand the impact ports have in their districts, the aide said.

Last year, the Harbor Maintenance Act of 2010 (5.3213) was read twice before

it was referred to the Senate Committee on Environment and Public Works, and in 2009 the Harbor

Maintenance Trust Fund Reform Act (H.R.3447) was referred to the House Committee on Transportation and Infrastructure. Both acts failed because of opposition on both sides of the aisle, the aide said.

"The issue has been building momentum," the Landrieu aide said. "Our viewpoint is the money is raised for a specific source, and those monies are intended by law to be spent on these purposes only, and they should not be accumulating in the federal Treasury." ☆

## Port of Oakland receives nearly \$350M for harbor deepening and dredging projects

Oakland, Calif. —Oct. 18, 2011

Congresswoman Barbara Lee helped the Port of Oakland reach a major funding milestone of nearly \$350 million for harbor deepening and maintenance. Deeper vessel channels mean that the Port can remain globally competitive, support job retention and growth, and drive positive economic impact for the region, state and nation. Of the nearly \$350 million, Congresswoman Lee has ensured that the Port received \$242 million for harbor deepening and \$103 million for maintenance dredging. The U.S. Army Corps of Engineers has already begun its annual maintenance dredging that keeps Oakland's harbor navigable and at a depth of minus 50 feet.

2,000 container ships call the Port of Oakland each year. Significant federal funding is required to enable the U.S. Army Corps of Engineers to maintain the Oakland channel at minus 50 feet.

"Maintaining the Port's harbor at -50 feet is critical for the efficient movement of large containerhips through the Oakland seaport. Congresswoman Barbara Lee has been a longtime champion in supporting harbor deepening, maintenance dredging, and environmental initiatives," said Port Board First Vice President Gilda Gonzales.

The Port of Oakland is the only major container port on the U.S. West Coast that exports more than it imports with the volume of its export business at 55% and imports at 45%. More than \$39 billion in traded goods moved through the Port of Oakland in 2010.



Photo: Photo of David Brice

The U.S. Army Corps of Engineers and the Port of Long Beach, Calif., are undertaking a \$40 million dredging project to aid navigation in and around the port, safely contain contaminated sediments and recycle the dredge material as fill in a multiyear modernization project at the port's Pier G.

case to have the bill voted on based on comments by President Barack Obama. "We need to export more of our goods. Because the more products we make and sell to other countries, the more jobs we support right here in America," Obama said during his Jan. 27, 2010, State of the Union address. "So, tonight, we set a new goal: We will double our exports over the next five years, an increase that will support 2 million jobs in America. To help meet this goal, we're launching a National Export Initiative that will help farmers and small businesses increase

## Ocean towing large vessels



by Captain  
Jackson Davis  
#1644-R

ian tug. Foss had barges converted from LSTs and other landing craft crewed with eight to nine men. In choppy seas, the tugs rolled about thirty degrees. It was said that they had never drowned any one, but surely bruised a few. The hardest thing to do while dressing was to put on your socks: hang on with one hand and try to put on your socks with the other!

Towing two barges with a single line towing winch and to avoid damage to the barges when arriving at the delivery port took some skill. Backing down was out of the question; that could result in getting the wire in your screw. It was necessary to bring the tows to opposite sides of the tug. This was done by running in circles to come alongside each barge on separate sides. Towing at sea would be strung out on an under rider wire that connected to the single towing wire at the same place the forward barge was connected.

After WWII, a sunken battleship at Pearl Harbor was rolled upright and patched so it would float. It was to be towed to the west coast and turned into scrap. Two Foss tugs were towing it. Each tug had its tow line connected to the battleship. Suddenly it was sinking

Foss Tug and Barge Company had former Army tugs called "Mickey's." They were redesigned copying a pre-war civil- and it was pulling the tugs backwards at an ever increasing speed. One engineer in the engine room could not believe it when he saw his engine running backwards! The tugs were able to get free of the ship after some struggles with their towing winches.

Foss used former LSTs to haul lumber to Honolulu. Following the trade winds to Hawaii was a pleasant trip; slow enough to fish for Mahi Mahi for supper or save to trade for beer in Honolulu. Heading back to the West coast was rough, heading into the trade wind seas. On the west coast entering over the bars with a tow strung out astern without breaking the tow line meant that the junior mate put on hip boots. He manned the brake on the towing winch with the winch out of gear. He played the tow like a giant fish so the tow wire would not break when tug and barge were on different sides of the huge swells. Two much wire out could mean excess wire tangling with bottom rocks when the tow started riding incoming swells.

Towing off the stern with long tow line can be a hazard when your tug engine stops you could be ran over and sunk by your tow. The tug *MARY FOSS* lost power up in Queen Charlotte Sound some years ago. Luckily they had a large fire monitor located on top of the wheel house. The fire pump worked so they were able fend the tow off until help arrived. A Crowley tug was towing a huge barge loaded with lumber to Hawaii. About two days out from port the tail shaft broke. There was a strong trade wind blowing so they put all their fender tires over the side to slow the tugboats drift until help arrived

from Honolulu. In a different situation a Foss tug was towing a floating dry dock to Vietnam. A typhoon caught them and the tow line broke. They were near Wake island, so Captain Johnson sailed into Wake Island to refuel. He then went back out and relocated the dry dock, took in tow and completed his tow. To reconnect a tow line, he had to put men on the dry dock. It had to be difficult and dangerous.

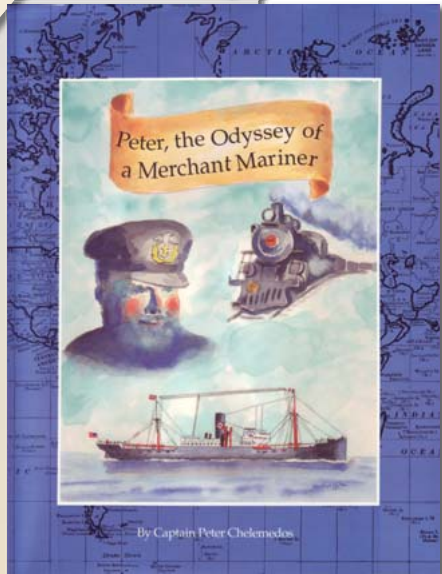
A Crowley Mickey tug (wooden) was towing a huge barge loaded with containers for Anchorage or Whittier. They had just left inland waters of South East Alaska heading out into the Gulf of Alaska. They ran into a freshening gale (of course) when the towing winch was torn out of the deck. The crew worked fast to nail canvas over the hole. The tow was discovered anchored by winch near shore. ☆

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**Knowing your vessel is everything; each one is a law unto herself. Some pretty fancy maneuvering can be done by a skipper who has learned his ship's idiosyncrasies.**

— Donald Hamilton

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by Captain  
Peter Chelemedos  
#1671-R

## Peter, the Odyssey of a Merchant Mariner

**Chapter 8: Carolita**  
**June 1939 - September 1939**

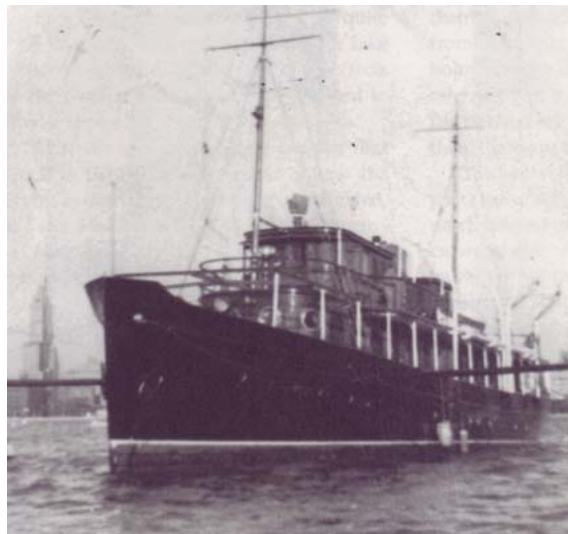
The months at Captain Huntington's navigation school got me back into the habit of studying. I applied myself to all the courses and, on occasion, accompanied the instructor on a charter fishing boat outside the harbor to practice celestial navigation.

After several months at the school and after receiving my Ordinary Seaman's documents, I was sent by the employment office at the Institute to Bridgeport, Connecticut, to join the yacht *CAROLITA*, which was being fitted out to go to the Great Lakes.

I had a job at last. I joined the ship at Bridgeport and met Captain Freeman and the other eight men in the crew.

The *CAROLITA*, a 133-foot, steel-hull, German-built (1923) yacht, powered by twin Krupp submarine engines, was once owned by F. Donald Coster, who had been president of McKesson Robbins, the drug company. The story I heard was: Mr. Coster would never allow a photograph taken of himself. An enterprising newsman, however, talked Mrs. Coster out of a picture with the story that her husband was getting some sort

of achievement award. When the picture was published in the Sunday paper, Coster was recognized by some of his old friends as Philip Musica, an ex-gangster from Chicago in the '20s, who had disappeared. He was also being sought by the FBI, as auditors had uncovered some inventory fraud relating to his drug company, such as shifting audited warehouse contents during the night to the location where the next day's audit was to take place. When the Feds came to arrest



*Yacht CAROLITA, Chicago, 1939.*

him, he committed suicide. The yacht was one of the seized assets auctioned off by the government. It was purchased by the new owners, the Goldblatt Brothers of Chicago, for the sum of \$15,000.

We sailed up Long Island Sound, through the Cape Cod Canal, and up through the Gut of Canso to the St. Lawrence River. This route gave me plenty of practice in the chart navigation

I had been studying.

When we were tied up to the dock at Montreal awaiting the next day's transit of the Lachine Canal and later the Welland Canal around Niagara Falls and into the Great Lakes, I got talking to an apprentice from the British ship *MANCHESTER PROGRESS*, John Marshall. We were approximately the same age and had a mutual interest in a career at sea. We exchanged addresses and promised to write from time to time. John was the first of the pen pals I was to make in my travels.

The following night, we tied up along side the canal. While I was walking ashore enjoying the warm June night, I was able to listen to the radio broadcast of the Max Baer - Joe Louis fight. The broadcast was coming from a series of radios in the houses I was passing, so I don't think I missed much of the bout. Everyone along the road I walked had their radios turned up full blast.

The *CAROLITA* proceeded across Lake Ontario to spend the night tied up to the locks at the Welland Canal around Niagara Falls. It was a clear, calm day as we crossed Lake Erie. The large lake freighters passing us seemed like monsters compared to the small ocean freighters I had seen on the coast. The wind came up as we traversed the St. Clair River past Detroit and stayed ahead of us up Lake Huron. As we passed through the Straits of Mackinac, the wind died to nothing. It was a clear night as we steered down the





calm lake heading for the light of the Palmolive Beacon atop one of Chicago's tall buildings, which was reflected with the stars off the surface of the water.

After seeing the beauty of that night, I am not surprised that many people find this area an ideal vacation land. I understand that wintertime is another story, though. The *CAROLITA* spent the summer, when not laying at anchor off the Chicago Navy Pier, making various trips around the area behind the islands

in Georgian Bay. These trips gave me an excellent opportunity to practice chart navigation, and Captain Freeman was patiently teaching me other facets of the operation of the vessel, showing me how to watch for drift in the wind and ease the behavior of a vessel when in rough seas, as the Great Lakes did get ornery at times.

One memorable night, the *CAROLITA* had anchored at the little port of Sturgeon Bay, Wisconsin. The townspeople were

celebrating their Cherry Festival, and I sampled quite a bit of cherry wine. The storm in the lake when we sailed didn't help the after-effects of the wine at all. I was never attracted to cherry wine after that.

The war in Europe broke out the first week in September. I tried to follow the events in the North Atlantic as they unfolded, as I still wanted to make the sea my career.

News items told of the sinking of the passenger ship *SS ATHENIA* by a U-boat, then *HMS COURAGEOUS* on September 17 by another Uboat. Also of the torpedoing of several ships at Scapa Flow, including the carrier *ROYAL OAK* by a U-boat that had sneaked into this British naval anchorage in early October. Merchant ships weren't faring any better.

Since I had renewed contact with my parents in Albany, California, when I asked for my birth certificate, I thought I should try again to go home and return to school. When I left the *CAROLITA* at the end of September, I headed for California.

I stopped for three days to visit the Engholm's at Silvis, Illinois. The warmth of their hospitality was welcome, and I parted from them with much reluctance. Mrs. Engholm and her daughters, Clarisse and Dorothy, drove me down to Moline to put me on the bus and see me off. Maybe I cried a little then; there are too few people like them.

The bus went across the bridge to Davenport, Iowa, for a meal stop. I hadn't take much interest in my fellow passengers, but crowd of kids was seeing someone off on the bus as we left Davenport. The young lady in question was sitting in front of me, crying softly. When I moved up to sit with her, I took the step that brought a new friend and pen pal, Beverly, into my life. Beverly was on her way to San Diego so, in Denver, I changed my ticket to route myself via Los Angeles in order to ride that much farther with her.

As I saw her to her bus at Los Angeles and, before I reluctantly turned away, we exchanged addresses. Thus began an exchange of pen pal letters, words that, during my subsequent lonely years of travel, helped to tie me to the world ashore.

After I left her, I proceeded to Albany, California. ☆



Starboard launch, Yacht *CAROLITA*, summer, 1939.



At the Wheel, Yacht *CAROLITA*, summer, 1939.



Heading home from Yacht *CAROLITA*, fall 1939.

## HASSAYAMPA Boat People



by  
Captain Pat Moloney  
#1829-R

In May 1981 I was cargo mate (one step below chief mate) on the USNS *HASSAYAMPA*. She was an MSC oiler,

homeported in the Far East. We used to spend a third of the year working out of Japan, a third out of the Philippines and a third in battlegroup support in the North Arabian Sea. We were steaming independently from Subic Bay to meet the *NIMITZ* Battlegroup off Oman.

During the evening of 10 May we were in the South China Sea heading toward Singapore, we got a message that the *USS BARBEL*, one of our last diesel powered submarines, had come across a fishing boat in distress, heavily loaded with Viet Nameese refugees. We were diverted to rendezvous with her the next morning.

*BARBEL* was running on the surface charging batteries when she spotted the 36-foot boat with 87 refugees aboard. The boat was leaking badly and had been at sea for three days, were out of food and almost no water. They took the refugees aboard, but could not bring them below deck. So there she was, bobbing about the SCS with refugees on deck, unable to move or submerge. *HASS* was directed to evacuate the refugees and deposit them in Singapore. We hove to about a half mile off the sub and put our two motor whaleboats in the water. Getting the people from the rounded deck of the sub into a whaleboat was a

challenge but was accomplished without casualties. Since there would be numerous trips, cargo nets were rigged over the side of the ship. She was fully loaded and had about 11 feet of freeboard.

Most of the refugees scrambled up the nets with no problem, but we had a number of mothers with infants in their arms. The mothers would not let go of the babies and could not climb the net with only one arm. I had one of the gang grab an empty mail bag, nylon, about the size of a garbage bag, with grommets and a line to tie it closed. We tied that to a heaving line, dropped it to the boat. One of the crew took a baby from mom, placed it in the bag (screaming) and up we hauled it, with mom scrambling up the net right alongside. Neither mom nor baby liked it much, but it got them both aboard safely.

With all the boat-people aboard and whaleboats recovered, the *HASS* resumed her transit to Singapore and the *BARBEL* resumed her stealthy submarine duties. Five hours later there was more hot message traffic, to contact a navy patrol plane that had spotted another boatload of apparent refugees. The plane vectored the *HASS* in to another, bigger, and even more crowded fishing boat.

The Seventh Fleet operational policy at that time was to assist refugee boats by providing food and water and telling them where they were. It was not allowed to make suggestions on where they might go. If the situation was life threatening, then you could take refugees aboard. The escapes from the mainland were not casually undertaken and it was

common knowledge that the refugees tended to have converted their savings and possessions into easily hidden gold and jewelry. Of course pirates also knew this and the SCS was full of pirates of opportunity.

It was late in the afternoon and *HASS* could not be delayed overnight while the situation was resolved. The ship made an approach on the boat and a messenger line was passed to use as a sea painter. I was to board the boat and determine its seaworthiness. I used a jacob's ladder to board and had one of my deck gang slip me a fire ax. I went below deck and "tested" a couple planks and found the boat to be making water. I radioed our bridge and reported the boat unseaworthy. We had to take the refugees aboard. They had been at sea for four days and were in pretty bad shape.

By now twilight was almost upon us. The cargo nets were rigged and the *HASSAYAMPA* patent baby lift bag was put back in action. The exodus from this boat was not as orderly as I wanted. I was back on the *HASS* directing the operation on the main deck by then and when we indicated that the refugees should board, there was an unseemly scramble. We maintained control with a line of our seamen at the top of the net, but it wasn't pretty. By sunset we had all hands aboard. I went back into the boat and slashed open a few plastic fuel cans and sloshed the diesel around the interior. We rigged the painter with a toggle and then came slow ahead. The boat had veered away from the side and I fired an expired lifeboat flare into it, but it rico-



PHOTO: COURTESY OF PAT MOLONEY





ched out. My third flare went into the cabin and in a few minutes, had the boat blazing nicely. We pulled the toggle and kicked the stern away and set off again for Singapore.

At that point we had 191 refugees aboard our ship with 125 crew. We had a few people and most of the really young kids in the hospital. For the rest we rigged tarps and passed out bottled water and sodas. The Chief Steward started making big pots of rice and we parceled that out. Singapore was still about 36 hours away. Our gang donated spare clothing and the ship's laundry and domestic washing machines were running full blast the whole time. Those people wanted to get clean!

We didn't know it, and wouldn't have cared anyway, but our humanitarian act was causing consternation in the diplomatic community in Singapore. The City/State of Singapore didn't want the refugees; on the rare occasions some made it as far as Singapore on their own, the authorities unofficially encouraged landing in Malaysia. Having a couple stateless persons dumped in your lap is one thing, but 191 at a time was a bit much. There was also an escalating shrillness in the radio traffic from the battlegroup commander we were heading out to join. They didn't even want the ship to dock to discharge the refugees.

On arrival at Singapore, the *HASS* anchored in the Man-of-War Anchorage where a chartered local excursion boat pulled alongside. It was big enough that they were able to slide a portable gangway over and our 191 temporary guests disembarked, eventually to wind up in distribution centers in the Philippines.

Three years later, in late April, I was back on *HASSayampa*, beginning what would be a four and a half year command tour. I joined the ship in Singapore as she was finishing an Indian Ocean deployment and heading back to her usual Far East haunts and a major overhaul. *HASS* was proceeding independently and I had some discretion in my track back to the Philippines. The boat-people were still fleeing the country and I took

a route that was somewhat to the west of the most direct course. I clued my bridge watchstanders and the navy operations department to keep a particularly sharp lookout.

As we were passing about 130 miles offshore of Saigon, the signalmen spotted something. We altered course slightly to investigate and found a 25-foot fishing boat with a sheet SOS banner. We hove to near the boat, which motored over to us. I had an armed detail posted in case it turned out to be pirates. My cargo mate had been briefed on how I expected the inspection of the boat to go. His testing of the planking with the fire axe showed the same kind of leaking I found a few years earlier. The boat was unseaworthy and I had to evacuate the refugees.

This time there were twenty people aboard, including three kids under five years. A couple weren't big enough to put on the ladder, so the baby lift went back into play, using a coaling bag (bigger than a mail bag). The boat was burned and *HASS* continued on to Subic Bay, taking three days to get there. There were enough bunks in the hospital and transient quarters to handle the group. Once again, they wanted to get clean. Clothes were donated and the kids had the run of the ship. It was strange hearing chirping little voices on the messdecks, but it was a good strange. They left the ship in Subic for a camp in the Philippines. There were two MDs in the group and I used to get Christmas cards from them. One wound up in San Jose, CA, the other in Paris.

The good ship *HASSAYAMPA* finished her 38-year career in 1992 as the most decorated oiler in U.S. naval service and with 211 boat-people to her credit. I am proud to have been a part of some of those events. ☆



PHOTO: COURTESY OF PAT MOLONEY

*It's not obvious, but this is Operation Baby-Lift. The orange U.S. Mail bag has a baby in it. Some of the mothers were trying to climb the ladder with baby in hand. That wasn't working very well, so I had a mail bag and a heaving line brought in. Our guys would relieve mom of baby, pop it, screaming, into the mail bag, and haul it up to the tank deck. Mom would go up the ladder at flank speed and be reunited with a safe baby on the tank deck. Check out the thickness of the hull there. The sheer strake was 1 1/8" plate, doubled and riveted. That would be 2 1/4 inch of flexible mild steel to fend off pesky customers.*



PHOTO: COURTESY OF PAT MOLONEY

*This is what it's all about. He got cleaned up and had clothing given to him by crew members. The first thing the refugees wanted to do was to wash their clothes. We showed them the power of washing machines!*

*Hassayampa baby-lift in action. Any kids that were too young to climb the ladder were lifted aboard in a coaling bag -- the gray sack in the picture. The babies didn't like it.*



PHOTO: COURTESY OF PAT MOLONEY



# Anchors



by Captain  
John Konrad, V  
#3205-S

The GPS was set on anchor watch, range and bearings were calculated on the radar, and a pair of landmarks around

Mobile Bay had been sighted on the gyro repeater. It was my first time anchoring a large drillship, and my precise location was all I knew with complete certainty.

Drillships are constructed around generic hull designs. The modern drillship is essentially a super-tanker hull with a hole cut out of the middle and a derrick placed on top. This is an oversimplification of course, but the fact remains that many ships are constructed on generic hull designs with specialized packages fitted into, or in the case of drillships, on top of, the hull. This normally works out okay, but with a 200-foot + steel cage (derrick) mounted to the deck, a considerable amount of sail area exists for the wind to exert force on the anchor... and generic anchor sized for the generic hull.

As I settled into anchor watch, the Master went to bed and, unknown to me, the engineer on duty decided to take a break.

Then the wind picked up.

Soon the ship was picking up speed, dragging its anchor along the seafloor of Mobile Bay. I quickly woke the Master and the Bosun and began trying to locate the engineer to put power on the prop but... only the Bosun seemed to worry.

How could we be dragging with a scope of chain four times the water-depth?

The story ended with little excitement, we simply powered into the wind and laid out more chain, no damage was done but each new week brings us news of ships running aground, dragging their anchors into subsea cables or drifting into each other in, seemingly, calm water.

Why?

The simple answer is that a ship's single best near-shore safety tool is often underutilized and not very well understood.

The latest drillships have solved the sail area problem with enormous anchors fitted to massive chain but have done so at the expense of redundancy. Samsung's latest drillship design includes only one anchor eliminating redundancy and the extra safety factor a second anchor provides. What is disconcerting about this design is not just the risk of failure – if one anchor is damaged you don't have a spare ready for immediate use – but also the additional holding strength and capabilities a second anchor provides. In their defense, the shipyards have recognized a simple fact... very few mariners use both anchors.

The problem with two anchors is they can easily be tangled, just one 360 degree swing at anchor will twist them up good, and it takes extra time to retrieve a second anchor – shipping today is, if anything, a race against the clock – but their advantage is considerable if used properly. Here are some ideas how:



## Alternating Anchors

We all have a favorite side. Most of us are right handed and scientists have proven that all of us favor use one side of our brains more than the other, but there is no need to favor one anchor. Many captains favor the use of either the port or starboard anchor but unused gear get's rusty and breaks easily, which is why it's important to alternate anchors. And it's a well know fact that if we are not sure something is going to work... we are less likely to use it. The only way to know that both anchors are fit and ready to use is to use them. So if you dropped the starboard anchor in the last port be sure to use the port anchor next time!

## Maneuvering With Two Anchors

The one thing I enjoyed most about sailing aboard a training ship is the time we had to try new things and during my senior cruise at SUNY Maritime we did just that one afternoon by mooring in a fast current with the help of a second anchor. The exercise was simple... we prepared both anchors but dropped one down to two-times the water depth and left the second in the hawsepipe. At 2x the water depth there was not enough chain out to let the anchor catch hold of the bottom but plenty to slow down the vessel and help her turn into the current allowing us to deploy and set the other anchor. We could have continued paying out chain to the first anchor – and set her properly



– but this was an exercise in using our equipment to the fullest and learning the vessel's capabilities. An exercise that proved successful.

### The Sin Of Going Aground

Groundings happen, they happen to poor captains and sometimes good ones as well. Sometimes the cause is mechanical failure and other times it's an insidious compilation of events – often, depending on speed and bottom conditions – there is not significant damage to the ship, but too often groundings result in massive damage and injury to personnel. Numerous errors are generally in play when a ship runs aground, but an alarming statistic is how often these incidents happen with one or both anchors in the hawsepipe. If you are drifting toward a rocky shore.... drop an anchor! If your anchor is dragging, lay out more chain and if that doesn't work drop the 2nd anchor! Yes, the sin of grounding is letting it happen with an anchor in the hawsepipe.

### Scopes, Angles and Vigilance

The fear of using two anchors is they will get tangled up. While this is of legitimate concern, there are solutions to this problem. The most basic solution is to run anchors at wide angles and different scopes. By setting them 90 degrees apart (or more) you minimize the risk of bad entanglements but you can also set them on different scopes. In a crowded anchorage, for example, you may not be able to get a full 5 to 7x (the water depth) scope but you can run one anchor at 4x and another at 2x. You can also monitor the current and pick up the "short" anchor just prior to the current change and set it down again after the ship has swung. The key to preventing entanglement is vigilance... don't just "set-and-forget" your second anchor... actively monitor and correct for any problems when they happen.

### Stern Anchor

I have deployed stern anchors countless times... on boats... but, admittedly I

have little experience with stern anchors on large ships but I do know that setting a stern anchor can have dramatic effect on holding your position in shifting current, and thus, can prevent entanglement of your primary anchors. This may be of little use to most ships but, the next time you are asked to take an unfamiliar mooring in a tight channel consider taking it from the stern... after deploying one (or more) anchors off the bow.

### Storm Management

Too often when outrunning a storm, ships – particularly small ones that run between islands – find harbors in which to hide from storms. But when a storm changes direction or simply increases in force, these ships find themselves in a difficult position. In this case your only option might be to set a second anchor, followed by a third, followed by passing extra lines to shore and securing them to solid objects. As one Master told me *"If I was in that situation I'd run every line I could find ashore.... including my shoe laces."*



### Cut And Run

Anchors and chain sink to the bottom – this is buoyancy 101 at it's most basic – but that doesn't mean you can't cut and run. The problem: Few companies are going to smile about the salvage costs of a lost anchor and chain.

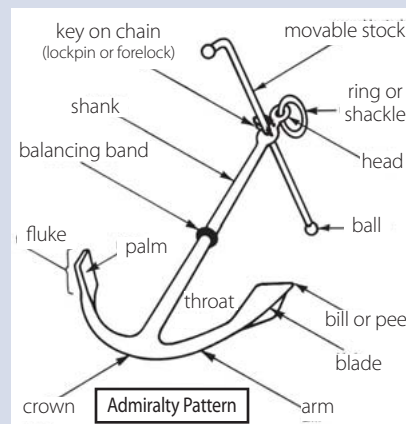
Considering that the primary cost of anchor recovery is finding and floating the anchor, why not fix a fender to mark the end of the anchor chain? If the detachable links on your chain have been well maintained and you can tie the end of the chain off to large fender or float... it's possible to return and recover your anchor after the danger (drifting towards shore) is over. And if you have a second anchor, you're still in pretty good shape.

### And...

What other uses exist for more than one anchor? ☆

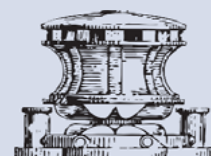
**Like navigation, anchoring is 60% the science of hard facts, 35% practice and judgement, and 5% luck.**

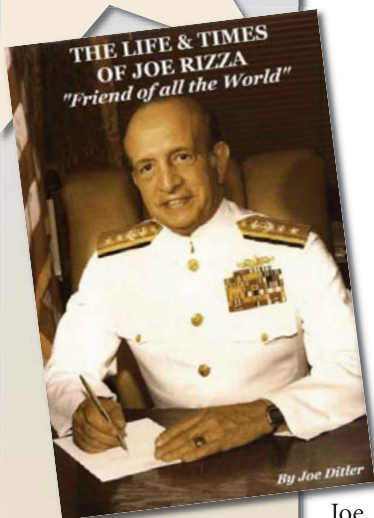
**-Hal Roth**



### Just a few common anchors

- Admiralty Pattern
- Ball and Chain
- Beach Anchors
- Bruce
- Byers
- Claw Anchors
- Claw- Bruce Style Anchors
- Danforth Anchors
- Drift Anchors
- Fluke Anchors
- Fortress Anchors
- Grapnel Anchors
- Mighty Might Anchors
- Moorfast
- Mushroom Anchors
- Navy Anchors
- Personal Watercraft Anchors
- Plough Anchors
- Richter Anchors
- River Anchors
- Slip Ring Anchors
- Union





by Joe Ditler  
Author

## CAMM member Admiral Joe Rizza, #1000-L, featured in biography

### *The Life & Times of Joe Rizza: Friend of all the World*

Joe Rizza, to his Coronado friends, has long been known as an extreme intellectual with undying pride in his community. His knowledge of world politics and issues is of an intensity all its own. His involvement in Coronado Rotary and Coronado Roundtable is well documented, and he is the original recipient of the Coronado Citizen of the Year Award.

Many know Joe as a former military man (retired after 30 years in the U.S. Navy at the rank of Captain, and from the U.S. Maritime Service as Rear Admiral). Close friends recalled that he took over the helm of a failing California Maritime Academy and turned it into an accredited, four-year institution.

But few know just how much Joe has done for his country, or what an esteemed educator he has been over the years. Now, at the age of 96, he has shared his story for others to read.

Waterfront writer and historian Joe Ditler has just completed a biography on Admiral Rizza called, *The Life & Times of Joe Rizza: Friend of All the World*.

A reporter at the Sacramento Bee Newspaper once summed up Joe Rizza as a man not to be taken lightly. He went on to say that Joe had "all the appearances of a good small man looking for a good big fight." How right he was.

Born to Italian immigrant parents, Joe,

at the age of three, lost his father to the influenza pandemic of 1918. He learned by the age of six that you either worked in the coal mine, you shined shoes, or you were thrown into an orphanage.

Joe worked and fought hard his whole life. At the Pennsylvania Maritime Academy he defied his fear of heights one ratline at a time, under cover of darkness, until he became proficient enough to skylark through the rigging of a 19th century sail training ship more than 100 feet above the deck.

He became the youngest Master Mariner in the Merchant Marine and explored the oceans and continents of the world as a bystander to the twilight of old Colonial Rule, before contamination by the West.

After the attack on Pearl Harbor, Joe entered the United States Navy as a young but highly experienced seagoing officer. He liked it so much that he stayed for 30 years.

Joe survived Kamikaze attacks in the Pacific Theatre of WWII. He taught the South Koreans how to build a Navy, he was Zumwalt's Chief-of-Staff in Vietnam, he wrote position papers for the U.S. Joint Chiefs of Staff that influenced Presidents and the fate of countries, he drove fleets of destroyers through massive storms at sea, and he was the lone white knight to gallop in and save a strug-

gling California Maritime Academy when it needed him most.

Along the way he married a star of the Silver Screen (his boyhood, matinee idol crush), he met Princess Grace and Lana Turner. Henry Kissinger was his professor, Idi Amin invited him on a hunting trip, and he broke bread with Ibn Saud on the floor of his desert palace.

Joe Rizza, you see, is indeed "friend of all the world." Now, at 96, he has worked with the author to piece together his very interesting life over nearly a century, combined with rare photographs he has taken and collected along the way. He shares it all in the biography, *The Life & Times of Joe Rizza: Friend of All the World*, a 100-page tome of 17,000 words and 120 photographs.

*The Life & Times of Joe Rizza: Friend of All the World* sells for \$22.95. To

preview the book, or to order a copy, visit <http://www.blurb.com/bookstore/detail/2471487>. ☆

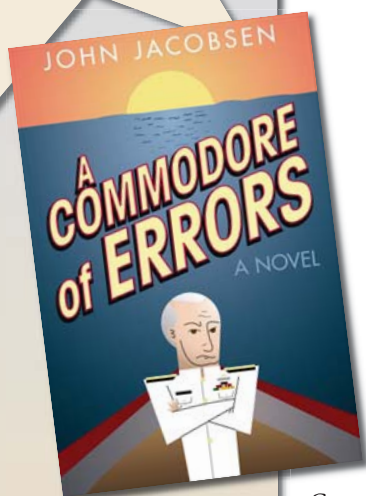
Joe Ditler writes for magazines as an international waterfront reporter. He has 15 years executive experience with museums from San Francisco to San Diego and specializes in Coronado and waterfront history.

Admiral Joe Rizza today, at age 96, continues to be active in Coronado Rotary, Coronado Roundtable, and with his church.



PHOTO: JOE DITLER





by Captain  
John Jacobsen  
#3312-RP

## Fiction: CAMM member John Jacobsen authors a hilarious comedy set amid the Merchant Marine Academy

Commodore Robert S. Dickey, the pompous second in command at the United States Merchant Marine Academy, desperately wants the top job, presently occupied by the skirt chasing Admiral Johnson. Dickey goes into cahoots with Mogie Mogelesky, the imperious, bullying mayor of neighboring Great Neck to oust Johnson. When they succeed in exposing him in yet another peccadillo, Mogie suddenly reneges on their deal. Mogie is tired of dealing with the WASPs at the Academy and declares he wants a Jew instead.

The Commodore is quick to point out that the Academy's by-laws require the Superintendent to have sea-going experience and that, unfortunately, it will be next to impossible to find a Jewish captain. Enter Mrs. Tannenbaume. Her sonny boy is captain of a ship, coincidentally! But Mrs. Tannenbaume has spent her entire life proclaiming it's Tannenbaume with an E, and that she's not Jewish.

Although the Commodore secretly plans to expose Captain Tannenbaume as a Gentile in the end, Mrs. Tannenbaume joins her son's ship in Singapore to teach him and his new bride, a nineteen year-old Thai bar girl, to be the perfect Jewish couple. The crew on the *M. V. GOD IS ABLE* have never seen the likes of Mrs. Tannenbaume before and they sit back

and watch as she "takes the conn" from her son and everyone else who stands in her way.

*A Commodore of Errors* is a bawdy, sea-going romp full of lively oddballs and convoluted plot twists in the P. G. Wodehouse vein.

John Jacobsen, a graduate of the United States Merchant Marine Academy, spent fifteen years plying the world's oceans as a ship's officer on cargo and passenger vessels. Today, Jacobsen is a harbor pilot in the Port of Miami and the chairman of the Biscayne Bay Pilots. His notes and diaries over the years inform his writing.

*A Commodore of Errors* is available from online retailers. ☆

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## IMO developing new codes



by Captain  
Rodger MacDonald  
Secretary-General  
IFSMA

IFSMA continues its main focus on defending the seafarer at IMO by attending all the committee and subcommittee meetings and making interventions where necessary. However that is not the only influence we have. One important contribution is through the correspondence groups where the drafting of new codes is discussed through the internet. Two new codes that are being developed are Noise Levels On Board Ships and Safety for Ships Operating in Polar Waters.

### Noise Levels On Board Ships

With regard to the former; the Code on Noise Levels On Board Ships there is an interesting debate developing between IFSMA and the USA, and this relates to the size of vessel to which the code would apply.

The Code is intended to provide standards to prevent the occurrence of potentially hazardous noise levels on board ships and to provide standards for an acceptable environment for seafarers. They have been developed to address passenger and cargo ships. Since some sizes and certain service types of ships have been exempted from these requirements, it should be recognized that full application of the Code to ships that differ appreciably from conventional ships will require special considerations. The Code is intended to provide the basis

for a design standard, with compliance based on the satisfactory conclusion of sea trials that result in issuance of a Noise Survey Report. Ongoing operational compliance is predicated on the crew being trained in the principles of personal protection and maintenance of mitigation measures. These would be enforced under the dynamic processes and practices put in place under SOLAS Chapter IX.

Regarding the debate on the size cut off point, the original concept was 1,600 GRT, but the USA believed 10,000 GRT was more applicable. The European Commission argued that factories ashore cannot change the rules on noise levels just because they are small, so why should ships have this right? IFSMA strongly supports this view.

The USA countered that there is a significant difference between marine and land based acoustics. Marine based acoustic transmission is primarily through the structure of the vessel, whereas land based (factory) acoustics is governed by direct airborne transmission. This is because machinery, the primary noise sources, may be mounted to the ground in a land based setting; however on a ship machinery must be attached to a vessel's structure.

Structure borne sound transmission is much more difficult to abate than airborne sound transmission. Vessels have much more stringent size/weight/volume restraints than land based factories. These limitations become increasingly more stringent as the vessel size decreases.

Vessels are also more constrained than offshore structures. Offshore structures are very large in comparison to vessels

and have more flexibility in terms of design options; however, they are much more complicated to design than land based factories.

As vessel size decreases, the general arrangement options decrease for a variety of factors. Designers have to consider many competing demands on their design including: stability requirements, sea-keeping requirements, habitability, propulsion plant arrangements, hull form limitations, etc. Furthermore, the ideal location for accommodation is amidships as the vessel size decreases because that is the most stable part of the ship and will give the crew more comfort.

The machinery space is also moved amidships as the vessel size decreases because the engines and reduction gear are heavy weights, and placing heavy weights low, and amidships will help meet stability requirements. As these two compartments converge, the path for structure borne sound transmission decreases from the machinery room to the berthing area, and therefore more sound is transferred. Further reductions in maximum sound level limits are technically possible as the ship size increases.

IFSMA agrees that the USA's argument is powerful but feels the argument is rather focused on the owners' interests rather than the seafarer, particularly where they state in their argument that ships are engaged in commerce and must be profitable and there are diminishing returns with further noise protection.

The goal of this code is to protect workers from experiencing permanent hearing loss as well as to reduce the effects of fatigue caused by noise. So

IFSM is and remains disappointed at the 10,000 GRT cut off to what are very modest requirements. For smaller vessels some flexibility could be argued, a 10,000 GRT cut off is not acceptable. Both restorative sleep will be impaired and seafarer's health will continue to suffer.

What do you think?

### Safety for Ships Operating in Polar Waters

The second code we are involved in through the correspondence group is the International Code of Safety for Ships Operating in Polar Waters. This code is still in the relative early stages but I am sure it is of interest to our North American members. So just to give a little insight into what is being discussed: firstly, this code has been developed to increase the safety of ships' operation and mitigate its impact on the environ-

ment in the harsh, remote and vulnerable Polar Waters.

The Code acknowledges that the polar environments impose additional demands on ships, their systems and operation beyond the existing requirements of SOLAS, MARPOL and other relevant binding IMO instruments. The Code also acknowledges that Polar marine ecosystems are particularly vulnerable to ships' operation. The Code also acknowledges that the potential rapid rate of change in addition to the severe multiple hazards in polar waters that, when acting together, present a synergistic risk level that is greater than the sum of the specific individual risks normally considered when evaluating risk mitigation measures.

While Arctic and Antarctic waters have some similarities, there are also significant differences. Hence, although the

Code is intended to apply as a whole to both Arctic and Antarctic, the legal and geographical differences between the two areas have to be taken into account.

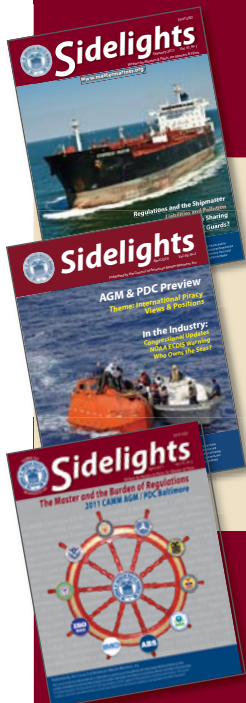
The key principles for developing the Polar Code has been to use a risk-based approach in determining scope and to adopt a holistic approach to minimize the consequences of identified risks.

So as you can see, this is an important and real challenge for our industry.

Finally, it is the time of year to wish you all a Merry Christmas and a Happy New Year. The forecast in Europe is for a rather bleak winter, both climate wise and on the economic front. I truly hope we can all weather the storm and find that 2012 will see prosperity return to our troubled world. 🌐

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# IMO Assembly adopts wide range of resolutions

*Assembly, 27th session: 21-30 November 2011*



*IMO Press Briefing 62  
Dec. 1, 2011*

by the 27th Assembly of the International Maritime Organization (IMO), when it met in London at the Organization's Headquarters from 21 to 30 November 2011. They included a resolution urging Governments to continue their efforts to combat piracy and armed robbery against ships off the coast of Somalia and a resolution firmly establishing 25 June each year as the "Day of the Seafarer".

The Assembly also adopted the high-level action and strategic plans for the Organization; the Organization's budget for 2012 to 2013; and several updated codes and guidance documents.

## **Piracy and armed robbery against ships**

The resolution on piracy and armed robbery against ships in waters off the coast of Somalia condemns and deplors all acts of piracy and armed robbery against ships, irrespective of where such acts have occurred or may occur; and expresses deep sympathy for the loss of seafarers, while in captivity, for their plight while held hostage in appalling conditions, often for long periods of time, and for their families.

Expanding on a similar resolution adopted by the previous IMO Assembly, the resolution notes the extensive efforts undertaken by IMO and others to address piracy, in particular during 2011, when the theme for World Maritime Day of "Piracy – Orchestrating the response" has underscored much of the Organization's work. It appeals to all parties that may be able to assist to take action, within the

A wide range of resolutions, reflecting the broad canvas of the Organization's work, was adopted provisions of international law, to ensure that all acts or attempted acts of piracy and armed robbery against ships are terminated forthwith and that any plans for committing such acts are also forthwith abandoned; and that any hijacked ships, seafarers serving on them and any other persons on board such ships are immediately and unconditionally released and that no harm is caused to them.

Among other things, the resolution strongly urges Governments that have not already done so to do everything in their power, promptly, to ensure that ships entitled to fly their flag comply with the preventive, evasive and defensive measures detailed in the best management practice guidance already promulgated through IMO.

It also urges Governments, taking into account the interim recommendations and guidance developed by the Organization, to decide, as a matter of national policy, whether ships entitled to fly their flag should be authorized to carry privately contracted armed security personnel and, if so, under what conditions. In addition, port and coastal States are strongly urged to promulgate their national policies on the embarkation, disembarkation and carriage of privately contracted armed security personnel and of firearms, ammunition and security-related equipment to be used by such personnel on board ships; and to make those policies and procedures known to the shipping industry, to the providers of privately contracted armed security personnel, and to all Member Governments.

The resolution also strongly urges Governments to encourage owners and operators of ships entitled to fly their flag to consider fully the provision of post-traumatic care for seafarers attacked or held hostage by pirates,

and for their families and, in so doing, take into account recommendations and good practice guidance produced by the Organization, the shipping industry and welfare organizations; and to establish, as necessary and when requested, plans and procedures to keep substantially interested States informed, as appropriate, about the welfare of seafarers in captivity on ships entitled to fly their flag, measures being taken for the early release of such seafarers and the status of payment of their wages.

## **Strategic and High-level Action Plans**

IMO's High-level Action Plan for 2012-2013 sets out in detail the planned outputs for the biennium and links them to the six-year Strategic Plan. The Strategic Plan identifies strategic directions and specific actions aimed at addressing current trends, developments and challenges, including:

- piracy and armed robbery against ships;
- the impact of global shipping activities on the environment, including the need to contribute to international efforts to reduce atmospheric pollution and address climate change;
- the need to eliminate sub-standard shipping;
- the implementation of security measures while ensuring that the flow of seaborne trade continues to be smooth and efficient;
- identifying shipping activities and incidents that could have an adverse impact on the environment and developing corresponding preventive measures;
- the need to place increased emphasis on the contribution of the human element to safer, more secure and environmentally friendly shipping;

- the continuing challenge of safety of life at sea;
- the implementation of effective measures to address the issues of migrants transported by sea, stowaways and the humanitarian aspects of piracy and armed robbery against ships;
- ensuring an equitable and sustainable means of funding for the integrated technical co-operation programme and to improve its delivery, efficiency and effectiveness; and
- ensuring that technological developments adopted are conducive, as applicable, to enhancing maritime safety, security, protection of the environment and facilitation of international maritime traffic, and take into account the need for their global application.

### Budget

The Assembly adopted the Organization's budget for the next biennium, agreeing to a total appropriation of £62,206,200, comprising an appropriation of £30,520,200 for 2012 and an appropriation of £31,686,000 for 2013.

### Appointment of the Secretary-General

The Assembly endorsed the decision of the IMO Council in June to elect Mr. Koji Sekimizu (Japan) as IMO Secretary-General, to start a four-year term on 1 January 2012. The outgoing Secretary-General, Mr. Efthimios E. Mitropoulos (Greece) ends his second four-year term on 31 December 2011.

The Assembly also adopted a resolution expressing deep appreciation for the work of Mr. Mitropoulos as Secretary-General and designating him Secretary-General Emeritus of IMO, with effect from 1 January 2012.

### Day of the Seafarer

The Assembly adopted a resolution on the Day of the Seafarer, establishing 25 June of each year as the "Day of the Seafarer", recognizing the invaluable contribution seafarers make to international trade and the world economy, often at great personal cost to themselves

and their families. The resolution invites Governments, shipping organizations, companies, shipowners and all other parties concerned to promote and celebrate the Day in an appropriate and meaningful manner.

The Day of the Seafarer was first celebrated in 2011, following its establishment by a resolution adopted by the Conference of Parties to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, held in Manila, Philippines, in June 2010, which adopted major revisions to the STCW Convention and Code.

The Day of the Seafarer has now been included in the annual list of United

Nations Observances.

### Reducing administrative burdens

The Assembly also adopted a resolution on Periodic Review of Administrative Requirements in Mandatory IMO Instruments, which requests the Council to establish an Ad Hoc Steering Group for Reducing Administrative Requirements, with the aim of releasing resources from administrative tasks for Administrations and industry alike, thus contributing to the Organization's goals of efficient regulation of safety and security of shipping and the prevention and control of pollution by ships. 🌐

## Piracy centers expand information network

*IMO Press Briefing 56; Nov. 11, 2011*

The piracy information-sharing infrastructure covering Asia and the Indian Ocean has been significantly enhanced with the signing today (11 November 2011) of an important agreement in Singapore.

The agreement, signed by the three Information Sharing Centres (ISCs) set up under the IMO-led Djibouti Code of Conduct and the Singapore-based ReCAAP ISC, establishes a set of standard operating procedures for communicating and exchanging piracy-related information and will result in a major expansion of the reporting area of such incidents.

Under the Djibouti Code of Conduct (The Code of Conduct concerning the Repression of Piracy and Armed Robbery against Ships in the Western Indian Ocean and the Gulf of Aden, signed in Djibouti on 29 January 2009), three ISCs have been established, in Dar es Salaam, United Republic of Tanzania, Mombasa, Kenya and Sana'a, Yemen. The three ISCs were declared operational during the first half of 2011 and have since actively collected and disseminated piracy-related information.

ReCAAP (The Regional Cooperation Agreement on Combating Piracy and

Armed Robbery against Ships in Asia) entered into force on 4 September 2006 and established the ReCAAP ISC in Singapore. The roles of the ReCAAP ISC include exchanging information among Contracting Parties on incidents of piracy and armed robbery, supporting the capacity-building efforts of Contracting Parties and facilitating cooperative arrangements.

The move to forge closer ties between the ISCs comes against the background of the continuing threat posed by piracy to maritime trade and the safe passage of ships through the Indian Ocean and the Gulf of Aden. Piracy attacks have been reported close to the western coast of India, a ReCAAP Contracting Party, and many ships with flag or crews from ReCAAP Contracting Parties are being affected. Pooling resources between Djibouti Code of Conduct and ReCAAP ISCs will ensure vital piracy information can be shared across as wide an area as possible.

Continued dialogue between the ISCs is fully supported by IMO, as part of its wider aim to promote closer cross-regional collaboration through sharing best practices, information exchange and capacity-building efforts. 🌐



## Company of Master Mariners of Canada

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



by  
Captain John McCann  
CMMC National  
Master

### From the Master's Desk

## Day of Remembrance: A Canadian Perspective

Mariners of Canada, one of the first functions that I was called upon to participate in was the laying the wreath on behalf of the Merchant Navy at the National Cenotaph in Ottawa, Canada during our day of remembrance on November 11.

In doing so, I reflected on what a great privilege this was given that being a “baby boomer” Master Mariner participating at a ceremony where so many master mariners and seafarers had suffered through many years of hardship to allow me to fulfill my own career was worth noting.

In particular, the Battle of the Atlantic was the longest battle of the Second World War, continuing unbroken from the first day of the war, September 3, 1939, to the last day of the war in Europe, May 8, 1945. The Merchant Marine was committed from the first day to the last.

There is no question that the combined uniform services provided untold contributions to the war effort as Merchant seamen bore much of the brunt of the Battle of the Atlantic. More than 1,600 Canadian merchant mariners died, including eight women.

In addition to its central role in the Battle of the Atlantic, Canada's Merchant

Marine shipped cargo to ports around the world. Inland and coastal shipping formed an integral part of the worldwide trade network on which the outcome of the war depended.

At the end of the war, Rear Admiral Leonard Murray, Commander-in-Chief, Canadian North Atlantic, said *“the Battle of the Atlantic was not won by any Navy or Air Force, it was won by the courage, fortitude and determination of the British and Allied Merchant Navy.”*

Merchant mariners would serve once more in wartime, during the Korean War, 1950-1953. Twelve Canadian flag ships helped deliver supplies. There were no casualties.

As these conflicts ended many seafar-

ers who had endured years of hardships had gone on to become professional Master Mariners in their own right which included raising families becoming captains of industry and filling other lofty career ambitions.

As they were fondly known as the “fourth arm” of the service, Merchant Mariners struggles did not end at wars last shot, many took on Governments to get recognition for their contribution during the war as it was not until the late 1990's that Parliament in Canada finally passed legislation to recognize their contributions under the Veterans Act.

*“Only those who have known both can appreciate the true differences of ocean life in peace and war. A death in battle is not the worst way of going; it's often a swift end, the soul ready. But there's no zest for combat when the sailor, trained to cope with hurricane or iceberg, with reef or traffic or fire, must endure his ship's crawling on imposed course in a drab huddle of strangers. All the while there is the suspense of waiting to see which vessel will be the next to burst into flame or a soaring cloud of debris, leaving a gap in the ranks of floating steel. In convoy the active searover must bind himself on voiceless, lightless, crowded passage to strange secret points. He must bear as trained passivity, week after week, entirely dependent on the competence of a thin escort.”*

For all those mariners who crossed over the bar in the name of peace, lest we forget! 🍁



PHOTO: COURTESY OF CMMC





## CMMC at SARscene

by Captain  
Jack Gallagher  
CMMC Maritimes  
Division

The National Search and Rescue Secretariat (NSS) is a coordination body that links major agencies involved in the National Search and Rescue (SAR) program. Federally the agencies include the Canadian Forces, the Canadian Coast Guard, Transport Canada, Environment Canada, Parks Canada and the Royal Canadian Mounted Police. They are also a link to non-federal ground SAR activities. The NSS holds an annual Search and Rescue Conference entitled SARSCENE. In 2011 the Conference was held in Winnipeg and the Company of Master Mariners was invited to participate on a panel on Arctic Search and Rescue.

This is a new venue for CMMC and it represented an opportunity to raise the profile of our organisation with some important agencies that we do not routinely deal with. The opportunity was taken to outline the purpose of the CMMC and the fact that the increased activity in the Arctic represents increased opportunities for our members. Our interest in SAR is part of a wide ranging interest in ascertaining the risks associated with the opportunities and providing for CMMC members to fully understand how emergency response works in the North.

The presentation outlined in the process used successfully thus far by the CMMC, which is "facilitated panel discussions that are scenario based." A sce-

nario was developed in which an expeditionary cruise ship has a full breach in a remote location. In various sessions we explored issues with respect to search and rescue, oil spill response and communications. In every case we have had interesting findings which can be found on the CMMC website.

The audience was made aware that the Master has a responsibility for the crew, passengers, cargo and ship and is not always well served by authorities or services ashore in aide of discharging these responsibilities. For example, a Master may be in full regulatory compliance but still could be in the Arctic equipped with open lifeboats, insufficient numbers of immersion suits, inadequate medical supplies and a SAR system that is going to take a long time to arrive on scene.

The expeditionary cruise ship is not the most common traffic in the North but was chosen for the scenario as it represents particular challenges for the Master and the response authorities. If preparedness is adequate for such challenging events, other commercial ships with smaller crews should be well served.

Ross MacDonald from Transport Canada presented on the Canadian Arctic Council, the Arctic shipping assessment and changes that have already been made

to the use of NORDREG and contemplated changes to the IMO Polar Code.

During the question and answer period there was an interesting question regarding the shipboard processes during an emergency. There was much interest in the Master's responsibility to protect passengers and crew by contemplating a wide range of possibilities, including: keeping the ship as seaworthy as possible and remaining on board; moving the ship to an area as a place of refuge; looking for suitable locations to intentionally ground the ship; and, abandoning the ship into lifeboats and rafts.

Interesting sessions were also attended dealing with planning and execution of exercise programs, successes and failures of alerting technologies, the use of private sector responders in SAR response and the utility of SAR roundtables, discussions and workshops as a tool to improve preparedness.

The National Search and Rescue Secretariat were well pleased with the outcomes of the Conference and fruitful discussions were held with the Executive Director and Senior Policy Analysts as to a possible future collaboration between the NSS and CMMC. The NSS was particularly interested in the CMMC views on the best methods of achieving risk reduction for shipping in the North. ❁



PHOTO: ARKTOS™

### Is your next lifeboat a tracked vehicle?

Arktos™ Beta has achieved approval by the USCG as a lifeboat. This has opened market opportunities for them in the Arctic, particularly with oil platforms. Depending on the configuration, it can prevent rollover or be completely self-righting. Several different sizes and configurations are available. Some of the vehicles are primarily people movers while others are configured for cargo operations.



The Council of American Master Mariners, Inc.

# Registration Form

2012 Professional Development Conference & Annual General Meeting

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

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

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

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

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

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

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

Events (Put a check mark in the boxes you plan to attend)									
	Wed. May 9			Thurs. May 10			Fri. May 11		
	Golf Outing Includes Green fees & lunch \$50 / person	Welcome Reception No Charge	Development Conf. \$65 / person	Guest Outing \$40 / person	Salmon Dinner \$40 / person	General Meeting \$65 / person	Gala Dinner \$60 / person (please circle choice)	Totals	
Primary Attendee				at meetings			Steak Chicken not attending		
Guests							Steak Chicken not attending		
							Steak Chicken not attending		
<b>Grand Total Due</b>									

Please check all that apply:

I am interested in participating in a Captains' Choice Golf Outing on Wednesday May 9th (lunch included).

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

Please return this form with check payable to "CAMM Seattle" **no later than April 15, 2012 to:**

Ms. Pat Hartle, CAMM SPNW Chapter,  
4430 41st Ave SW  
Seattle, WA, 98116-4219



The Council of American Master Mariners, Inc.

# Annual General Meeting

## Professional Development Conference

May 9-11, 2012

### Wednesday May 9

#### **Golf Outing**

Mt. Si Golf Course  
1000 staggered start

**CAMM Welcome Reception**  
Red Lion Downtown

### Thursday May 10

**Professional Development Conference**  
**Guest Tour**  
**Dinner & Evening Social**  
Salmon Dinner and Cruise

### Friday May 11

**Annual General Business Meeting**  
**Gala Dinner**

### Saturday May 12

**Seattle Maritime Festival**  
Tug Boat Races on Elliot Bay

### **Venue & Accommodations:**

#### **Downtown Seattle Red Lion**

1415 Fifth Avenue  
Seattle WA 98101  
www.redlion.com  
1-855-515-1144  
Code: CAMM0509  
Rate: \$159.99 + taxes  
(per night, room only)



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HOTELS

- 3 blocks from the Monorail (takes you to the Space Needle)
- 3 Blocks to great shopping like Westlake Plaza, Nordstrom, & Pacific Place
- 5 Blocks form Pike Place Market
- 2 blocks from light rail (SEA airport)

#### **Event Chairperson:**

Capt. Richard Klein  
captklein@mastermariner.org  
Sponsorship Opportunities Available

## *“Northwest Passage / Arctic Shipping”*

*Hosted by the Seattle / Pacific Northwest CAMM Chapter*

### **Professional Development Conference**

Speakers from the industry and governmental agencies to address the NW Passage/Arctic Shipping and Tsunami Trash/Ocean Flotsam.

### **Business Meeting**

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

### **Gala Dinner**

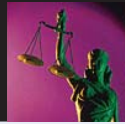
Formal evening with Keynote Speaker, the Lalonde Spirit of the Seas Award Presentation, Introduction of 2012-2014 National Officers, and recognitions.

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





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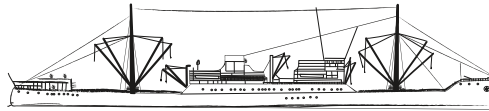
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