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Sidelights

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SS EL FARO Lost at Sea Remembrance and Tribute NTSB Investigation

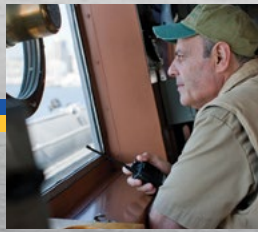


Celestial Navigation Course Reinstated Captain Schettino: A Master's Last Stand Ballast Water Management - Online Tools

Mission Statement

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



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In This Issue



ON THE COVER

EL FARO
Photo Credit: TOTE / SeaStar

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TO SUBMIT MATERIAL

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

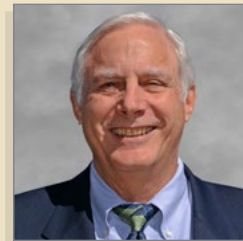
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Issue	Submission	Release
February	Jan. 10	Feb. 15
April	April 1	May 1
June	June 1	July 1
October	Sept. 1	Oct. 1
December	Nov. 1	Dec. 1

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President Captain R.J. Klein responds to attacks on the Jones Act in relation to the loss of the *EL FARO*.



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

SECRETARY - TREASURER

Greetings, CAMM Shipmates



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

Dues and Financial Report

C A M M dues notices for 2016 have been mailed and as mentioned in my previous report,

CAMM began a new Fiscal Year on October 1st. I am pleased with the prompt and positive response we are getting, and each day brings a new batch of returned dues payments in my mailbox. Thank you for being so timely in paying your 2016 dues.

At this writing, CAMM's Finance Committee is still working on producing a final budget for the new FY 2016. That budget will be sent to the BOG for their review and approval and then submitted to the CAMM membership at the next AGM.

Membership Report

Since my last report to you, we have added some new members into our ranks; but we have also recently lost two who have Crossed the Final Bar. We need an aggressive and proactive program to bring in new members. I again encourage all of you to please reach out

Regular Members (includes all RU & RP)	73%
Special Members (includes all S15 & S5)	11%
Life Members (L)	7%
Associate Members (A)	6%
Honorary Members (H)	3%
TOTAL CAMM Active Membership	100%

to master mariners, maritime professionals, and others you know who may qualify for membership into CAMM, and invite and sponsor them for membership. Your help is needed to reverse the declining numbers which is mostly due to members crossing the final bar.

The table is an analysis of our CAMM roster to confirm the various categories by percentage of the active members.

CAMM's membership now consists of 91% licensed Master Mariners (combining the R, S and L categories). The Constitution allows for 20% to be associate members, so there is room for growth in that category. While we continue bringing in new Associate members, we also want to continue bringing in Regular and Special members to maintain a high percentage of master mariners.

Membership Categories

The CAMM Constitution sets parameters on the number of Associate Members and Honorary Members as follows:

ARTICLE III (MEMBERSHIP)
Section 1. The membership of The Council of American Master Mariners, Inc. shall consist of four classes of members, namely: (a) Regular, (b) Special, (c) Associate, and (d) Honorary. The number of Associate Members shall not exceed 20%, and the number of honorary members shall not exceed 2%.

As we seek to expand our membership numbers for CAMM, I have been working with the BOG to make needed revisions to CAMM's Constitution and Bylaws, which would allow for a somewhat wider base of potential new

members. Our main focus will continue to focus on new master mariners who would qualify as Regular, Regular-Pilot, and Special members. It is also appropriate and timely for us to consider how to create a new pool of interested, talented, and energetic members to join our ranks. In addition to the current associate member definition the following suggestions are under consideration for Associate Member:

Licensed Deck Officers (LDOs) — By allowing LDOs to join CAMM as they make their way forward in their careers, we are tapping into members who will eventually transition into Special and Regular status as they move to upgrade their licenses – they should become the future leaders of CAMM.

Master Mariners with a Foreign License — Several members have suggested that we should allow Foreign Master Mariners to be Associate Members. They would be people who are interested in being a member of CAMM and have sailed as Master on a foreign flag ship over 5,000 gross tons and who are members of their country's equivalent of CAMM.

Cadet/Midshipmen at the Maritime Academies — This is another area of potential membership that needs to be addressed. I have previously recommended that Cadet Chapters at the various maritime academies be formed under the auspices of the National CAMM Office working with the local chapter in the geographical area. This will also require changes to CAMM's constitution and bylaws. This would allow us to bring cadets/midshipmen directly into CAMM's ranks under a

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

JONES ACT DID NOT SINK THE *EL FARO*

The Council of American Master Mariners joins the United States and world maritime community in mourning the loss of life sustained in the sinking

October of this year. Those of us who have made a career of sailing the oceans understand and accept the dangers of going to sea. We trust our ship and Captain to bring us safely through major storms, typhoons and hurricanes. Unfortunately for the captain and crew of the *EL FARO*, the full force of Hurricane Joaquin struck when the ship was defenseless.

During my career at sea I spent over thirty years on Jones Act ships and made over 100 voyages as Master between Jacksonville, Florida, and San Juan, Puerto Rico. I have encountered major storms in the North Pacific, typhoons in the Far East, and hurricanes (including three of Category 3 or above) on the East Coast. Much has already been written speculating about what may have led to the tragic sinking of the *EL FARO*.

Should Captain Davidson have sailed from Jacksonville? Absolutely. At the time the *EL FARO* sailed, Joaquin was a Tropical Storm located over 600 miles from Jacksonville and over 120 miles north of *EL FARO*'s intended track. Twenty-four hours after sailing, and approximately eight hours before their last communications and known position, Joaquin had intensified to a Category 3 storm and was directly in the

of the SS *EL FARO*'s path.

on Captain Davidson was an experienced master and would definitely have had a plan to safely navigate past the hurricane. Phil Greene, President and CEO of ship owner Totem Ocean Trailer Express (TOTE), issued a statement saying that the captain had a plan to sail ahead of the hurricane with room to spare. Passing "ahead" of Joaquin would have made sense as it would have kept the *EL FARO* in the navigable semi-circle and away from the hurricane's dangerous semi-circle. The National Transportation Safety Board (NTSB) Preliminary Report of October 20 stated that on October 1, "In a recorded satellite phone call to the company's emergency call center at 7:00 am EDT, the captain told the call center operator that he had a marine emergency. He reported that there was a hull breach, a scuttle had blown open, and that there was water in hold number 3. He also said that the ship had lost its main propulsion unit and the engineers could not get it going."

Of all the media reporting on the *EL FARO* the most disturbing has been using this tragedy to attack the Jones Act. AKA Taiwanese Animator produced an animated video in which they portrayed the sinking of the *EL FARO*'s as a direct result of the Jones Act. A *New York Times* article published October 14, which was

carried in other major newspapers, said "*EL FARO*'s sinking highlights a vulnerability in the United States merchant fleet: its age..." "The fleet's relative age is in large part a consequence of a law nearly a century old that regulates domestic maritime commerce, critics of the law say. That law, the 1920 Merchant Marine Act or Jones Act, ..." "The episode has renewed questions about whether to amend the Jones Act." On October 12th a headline in the *National Review* read "Bad Regulations Can Kill: *EL FARO*'s Sinking Is a Tragic Example". The authors Eftychis John Gregos-Mourginakis and Joshua Jacobs blame TOTE Maritime and the American Bureau of Shipping and the Jones Act for this deadly accident. Tony Munoz of *Maritime Executive* did an excellent job of setting the record straight in his article dated October 14 (www.maritime-executive.com/editorials/the-national-reviews-EL-faro-stupidity).

All U.S. Jones Act ships are regularly inspected by both the U.S. Coast Guard and respected classification societies (usually the American Bureau of Shipping-ABS). The NTSB previously referenced report stated that the *EL FARO* had successfully completed ABS required class surveys in February 2015, had completed the USCG annual inspection

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Captain Manny >>>Continued from page 6

special student category. And much like the LDO category mentioned above, we would be new blood needed to keep CAMM alive and growing for the future.

CAMM's Constitution and Bylaws Committee, along with the National President and the National Secretary/Treasurer, are currently working on a final set of revisions/recommendations that will be put up for a vote by the CAMM membership as part of the upcoming AGM in Portland next April. Ballots will be going out in February which will include voting on all the National Officers and any proposed revisions/changes to CAMM's Constitution and By-laws.

2016 AGM/PDC in Portland, Oregon

Included with the annual CAMM dues invoices are announcement flyers, sponsorship sheets, and registration forms for the upcoming 2016 AGM/PDC to be held in Portland, Oregon, next April. While it is still early, I encourage all CAMM members to actively plan to attend this important and worthwhile event. I hope to see 100 members in attendance. And we can achieve that number if you plan now. This will be an outstanding event filled with excellent speakers and presenters to go along with the fun social events. Don't miss out— save the dates April 20-22, mark your calendars and make your plans to be in the Rose City next spring!

Do You Know Where They Are?

We have lost contact with the following CAMM members, whose mail has come back as "not at this address, unable to forward". If anyone has any information on their status and location, please advise me.

- Capt. Pasquale Nazzaro, CAMM # 1291-R
Last address was in Palmyra, PA
- Capt. Allen M. Ross, CAMM # 693-L
Last address was in Tallahassee, FL
- Capt. Allen Cameron, CAMM # 13-L
Last address was in Greenwich, CT

As always, I welcome your feedback, comments and suggestions. So 'til next time – smooth sailin.'

Captain Manfred "Manny" Aschemeyer

Letters to the Editor

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

View >>>Continued from page 7

tion in March, and in June, as part of the continuous machinery survey, an ABS surveyor had examined and tested the main, auxiliary, and emergency systems and found them to be satisfactory. Again calling on personal experience, I know that the older the ship the more stringent and extensive the inspections.

When Hurricane Gloria (Category 3) was forecast to hit New York City, my company had two ships in Port Elizabeth, one of which was mine. Given the choice of riding out the hurricane in port or putting to sea, as Master of a 41-year-old Jones Act ship, I elected to go to sea as did the other captain. We encountered 90 kt winds and 60-foot seas. Fortunately, unlike the *EL FARO*, we did not have a hull breach or lose our engines and we were successfully rode out the hurricane.

On November 2nd the NTSB confirmed that the hull of the *EL FARO* had been found in 2500 fathoms of water. It will be considerable time before a final report will be released but with this physical evidence we may learn some real answers as to what caused the ship to sink. One thing we do know is that the Jones Act did not sink the SS *EL FARO*.

Captain R.J. Klein

CAMM Swag for Sale



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

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



Appointments

Captain R.J. Klein, #1751-R

North Pacific Vice President: Captain Calvin Hunziker, #2457-R, has been appointed to the position of North Pacific Vice President. He takes over from Captain Carl Johannes who resigned that position for personal reasons. Thank you Captain Hunziker for stepping up and accepting this appointment.

Positions Committee Chair: Captain Frank Zabrocky, #1964-R, has been appointed to be the Positions Chair. He takes over for Ms. Lyn McClelland who resigned for personal reasons. Lyn was instrumental in helping us frame our positions in succinct and understandable terms. Thank you Lyn for a job well done – you will be missed. Captain Zabrocky brings a wealth of experience to this committee. After an extensive career at sea and sailing Master with Lykes Lines, he taught at MITAGS; was Deputy Chief Surveyor, Technical of the National Cargo Bureau; and served as CAMM's president (1990-1992). Captain Zabrocky currently serves as CAMM's North Atlantic Vice-President. His first Positions Committee report is part of Council Reports herein.

Finance Committee: Captain Timothy Brown and Captain Donald Moore have been appointed to the Finance Committee. They will work with Secretary/Treasurer Captain Aschemeyer and National President R.J. Klein to finalize the 2016 FY budget.

2016 Elections Nominating Committee

All National Officers are to be elected at the 2016 Annual General Meeting in Portland, Oregon, on April 22, 2016. The deadline for all nominations must be submitted on or before February 1, 2016. To submit a nomination contact your chapter delegate. If you do not belong

to a chapter and wish to place a name in nomination see Article VI: Nominations, Section 1 of CAMM's constitution (www.mastermariner.org under About Us) or contact the National Secretary/Treasurer Captain Manny Aschemeyer.

The Nominating Committee are: New York Metro, Captain Sean Tortora; Baltimore/Washington D.C., Captain Roger Hall; Port Everglades/Miami, Captain Elizabeth Clark; Tampa Bay, Captain Timothy Brown; Mobile Bay, Captain Jerome Kilgore; New Orleans, Captain Robert Phillips; Houston, Captain Michael McCright; Seattle Pacific Northwest, Captain Georg Pedersen; Columbia River, Captain Daniel Jordan; San Francisco, Captain Klaus Niemi; and Los Angeles/Long Beach, Captain Dave Boatner.

Views and Positions Report

Captain Frank Zabrocky, #1964-R

In preparation for the 2015 AGM, I reviewed the positions list as suggested by Lyn McClelland. It turns out I was unable to attend that meeting but I developed some ideas that I would like to mention to the membership.

As a general observation, I think we have too many positions to do anything about. When our president sails in to congressional offices and gets a little precious face time with a legislator, I think he shouldn't have more than a couple of positions to focus on or the conversation might dilute the importance of all of our positions. That being said, all our positions were carefully considered by the council and we could prioritize certain positions in certain circumstances. These comments will address some of the current positions.

2009-04 Elimination of Piracy on the High Seas: My personal opinion is simple, flag states should protect and defend the ships that fly their flag. The entities who receive the tax money

should provide security for its tax payers. U.S. standards and U.S. taxes put U.S. flag vessels at a competitive disadvantage to some of the other registries. If all countries which register ships were expected to defend their taxpayers' property, they might need to raise their registry fees enough to create, maintain and deploy three or four aircraft carrier battle groups. Then perhaps the U.S. flag would not be at such a competitive disadvantage.

2001-03 Requirements for Foreign Crew Aboard U.S. Flag Vessels: I don't even like the title of this one but mostly it is the second sentence that starts with "Furthermore" that seems troublesome. If we are against any expansion of the regulations, that is fine, but it seems wishy-washy to say that if they do hire foreign mariners, they should meet the same standards. I'm afraid this language could be used by a sharp lobbyist to claim that even The Council of American Master Mariners agrees that foreign mariners with the same standards of certificates and endorsements could be employed on U.S. flag vessels. Is that what we want to be saying?

2013-02 Regulatory Burden on Ship Masters: I think the word "Regulatory" should be changed to something more like "administrative." The regulatory burdens on the master are numerous and they have been for a long time. Things like checking stability, cargo stowage and securing, keeping a lookout are regulatory burdens. I think that the concern here is that the paperwork is getting overwhelming and I think we should specify which burdens we would like minimized.

The comments above are some of my opinions on the council's positions. I would really like to hear some feedback from other interested members.

Continued on next page >>>

New York Metro

Captain Sean Tortora, #3334-R
Chapter Secretary/Treasurer

The next meeting is being planned with a speaker to be determined. Date, time, place and speaker will be listed on the chapter web page when available.

Baltimore / Washington, D.C.

Captain Joe Hartnett, #2193-R
Chapter President

Our chapter concluded its golf outing season by participating in the Propeller Club of Baltimore Fall Golf Tournament. Unfortunately, we did not win any awards this season but we will continue practicing and look forward to next year.

We will be participating in the Apostleship of the Sea's annual Christmas Shoe Box program. This program provides shoe boxes filled with gifts and necessities to seafarers who visit the Port of Baltimore during the Christmas holiday.

Port Everglades / Miami

Captain Paul Coan, #3021-R
Chapter President

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

Tampa Bay

Captain Ron Meiczinger, #1747-R
Chapter Secretary

The chapter resumed meetings in October after a summer hiatus with 13 members in attendance. Captain Dick Andrews gave a presentation on the Summit Venture / Sunshine Skyway Bridge disaster which occurred in May of 1980 when thirty-five people crossing the bridge in private vehicles and a Greyhound bus lost their lives. Ship movements in and out of the Port of Tampa were affected. The old bridges were demolished and the approaches at each end were made into fishing piers. A new bridge was constructed to replace the old bridge.

Captain Ed Barr and Captain Mike Buffington were welcomed back to our regular meetings. Captain Buffington recently retired from the Tampa Bay Pilots. We look forward to seeing you both at our upcoming meetings.

We have set the dates for the 2015/2016 meeting year (2nd Tuesdays): November 10, 2015; December 8, 2015: Annual Christmas Luncheon with ladies as guests of the Chapter. January 12, 2016; February 9, 2016; March 8, 2016: TBD Annual Brunch at Lucky Dill in Palm Harbor with ladies as guests of the chapter. April 5, 2016; May 10, 2017; June 14, 2016. July, August and September

are the summer break with no meetings. Meetings are held at Columbia Restaurant, 7th Ave. and 22nd St., Ybor City, Tampa, Florida, and lunch is \$17. Meet in the bar at 11:30.

New Orleans

Chief Engineer Horace George, #3223-A
Chapter Secretary

The chapter resumed meetings after the summer break in October at The Port Ministry center of the Global Maritime Ministries. Commander Jamie Bigbie, Chief, Inspections Divisions, Sector New Orleans, will speak on towboat inspection regulations.

Gulf VP & Houston

Captain Michael Mc Cright, #2753-S
Chapter President

CORRECTION from Editor: In the October 2015 issue of Sidelights, "InterOil Company partner of Petrobras" should have read as "Independent Oil Company partner of Petrobras". Sidelights sincerely apologizes for the error and any confusion arising.

Texas CAMM and TAMUG Student Chapter held its first meeting of the season on October 28, 2015 with an open campus invite, which attracted an attendance of 31.

Captain Jill Friedman discussed her career and present position as a senior

New Members

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

- 3378-A Ms. **Pascha Y. McAlister** of Fairfield, Calif.
PSM Facilitator with Chevron (Richmond, Ca.)
Sponsored by Captain Manny Aschemeyer, #1548-R
- 3380-R Captain **David Mociun** of Nevada City, Calif.
Master, SS MAUI, Matson Navigation Company
Sponsored by Captain George Zeluff, #2530-R
- 3386-A Mr. **James Bacon** of Galveston, Texas
Maritime Simulator Operations Coordinator, Texas Maritime Academy
Sponsored by Captain Michael M Mc Cright, #2753-S
- 3387-R Captain **Erik Cutforth** of Lakewood, Calif.
Master, APL CHINA
Sponsored by Captain George Zeluff, #2530-R
- 3388-R Captain **Kate McCue** of Las Vegas, Nevada
Master, CELEBRITY SUMMIT
Sponsored by Captain Manny Aschemeyer, #1548-R

- 3389-RP Captain **Carlos Eduardo Ramos** of Puerto Rico
First Class Pilot: Ponce, San Juan, Guayanilla, and Tallaboa Harbors
Sponsored by Captain Jose Rivera, #2853-RP
- 3390-A Chief Mate **Russel Cooper** of Honolulu, Hawaii
Chief Mate, Matson Navigation Company
Sponsored by Captain George Zeluff, #2530-R

Triple our Membership Drive

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



Dynamic Positioning Officer with companies worldwide. We learned about the dynamic positioning (DP) world today, and how most of the work has been and is closely related to the offshore oil industry. That is changing and DP applications now apply to oceangoing large bollard pull tugs, PSV, AHTS, off-shore vessels, crew boats, and cruise ships.

Captain Friedman described how difficult it had been to advance her career as a female in what up until recently has been a predominately male oriented

industry. She also writes a blog: captainjillsjourneys.com.

Our Nov. 18th meeting guest speaker will be Captain Harold Held, who presently sails as the regular Chief Officer aboard the U.S.-flagged tanker *SULPHUR ENTERPRISE*. The meeting is open to the campus, CAMM members, friends, wives, and prospective new members.

Los Angeles / Long Beach

Captain Dave Boatner, #2162-R
Chapter President



PHOTO: COURTESY MANNY ASICHEMEYER

Los Angeles/Long Beach CAMM meeting: Captain Art Morrison, Captain Jack Guest, Captain George Zeluff, Captain Manny Aschemeyer, Captain Jeff Cowan.

The chapter meets the second Tuesday of the month at noon at Crowne Plaza Hotel's Beacon Room in San Pedro. We usually have anywhere from six to ten members in attendance. Like many CAMM chapters, LA/LB strug-

gles to increase numbers at local meetings. Our members take an active interest in their profession and encourage all Masters living or visiting in the area to participate in our monthly meetings.

South Pacific VP San Francisco Bay Area

Captain Klaus "Nick" Niem, #2167-R
Chapter President

Chapter members and their guests met at the Marine Mammal Center at Fort Cronkhite in the Marine Headlands. Mr. Mitchell Fong, the director of the center, was our tour guide. The most rescued animals are seals and sea lions. On the scientific site they perform necropsies, conduct tests and take tissue samples and share the results with the various scientific establishments. Research at the center found female sea lions with cervical cancer and show the same symptoms as their human counterparts. Another illness affecting sea lions and seals is domoic acid poisoning, which is a toxin

Continued on next page >>>

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PHOTO: KLAUS MIEM

Captain Larry Teague and Marine Mammal Center director Mr. Mitchell Fong demonstrate to the CAMM SFBA Chapter how to safely capture sick animals.

Council >>>Continued from page 11

produced by harmful algal blooms, often referred to as red tides. Domoic acid is absorbed into the animal's brain, which leads to death if not treated. The symptoms are closely related to Alzheimer's disease. Mr. Fong and Captain Larry Teague demonstrated how the capture sick animals for transport to the center.

Our luncheon took place at the Lani Kay Restaurant in Tiburon, celebrating

Captain Larry Teague's birthday.

Columbia River

Captain Bill Good, #1924-R
Chapter Secretary

The Columbia River CAMM chapter has changed its meeting location. We will now meet at Jantzen Beach Bar and Grill, 909 N. Hayden Island Drive, Portland, OR, 97217. This is inside the Red Lion Hotel. The chapter continues to meet the second Friday of every month at 1200 at the new location.

Seattle / PNW

Captain Douglas Subcleff, #2329-R
Chapter Secretary

The chapter's Annual Recognition Day luncheon hosted 57 members and guests representing the local maritime community. The first portion of the program consisted of the presentation of the charity golf tournament proceeds to the Youth Maritime Training Association

(YMTA). The President of Puget Sound Maritime, Mr. Frank Immel, accepted a check in the amount of \$8,000 from Captain R.J. Klein and expressed his appreciation. Puget Sound Maritime, which manages YMTA, is working to improve the public awareness of YMTA and the importance to support local maritime education and careers. Proceeds over the past seven years are now over \$50,000, most of which has been dedicated to college scholarships for students interested in a maritime career. Captain Klein expressed his appreciation to all of the golfers, sponsors, and volunteers who have supported this annual "Great Golf for a Good Cause" event.

The main event featured the presentation of CAMM Seattle's 2015 Maritime Person of the Year award to Captain John Cox III, #1069-R. Captain Cox very graciously accepted the award and his humble speech was followed with a rousing round of applause. The follow-

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

Order tickets online at www.mastermariner.org

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

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

ing words were inscribed on the plaque: "In recognition of your lifelong service in the U.S. Merchant Marine both afloat and ashore. Your tireless and successful effort to preserve Black Ball Ferry Line and the *MV COHO* brings Honor and Prestige to the Pacific Northwest Maritime Community."

Captain Cox describes himself as an "itinerant merchant mariner with a sort



PHOTO: PAUL WILLIERS

Captain John Cox III accepts the CAMM Seattle Maritime Person of the Year award from Captain R.J. Klein.

of checkerboard career." After a couple of years in the U.S. Navy, he sailed many years out of the San Francisco IOMM&P hall, rising through the ranks with Matson, APL, Prudential Grace, States Lines, and also sailed master of several U.S. Geological Survey vessels before sailing as master of international cruise ships. His additional university studies in business, transportation, marketing and accounting helped prepare him for his career move from the seagoing life to maritime work ashore. In 1982, Captain Cox became Senior V.P. and General Manager of Western Cruise Lines. In 1990, he moved to Seattle and started The Maritime Group, Inc. (TMG), a consulting company for the research and development of new cruise, shipping, ferry and port projects. A project closer to home has been Black Ball Ferry Line. Captain Cox had previously sailed as AB, 2M, and Chief Mate on the *MV COHO* back in the early 60s. In 2005, he was asked to help develop a new business plan for Black Ball; and in

2012 he became part owner, Chairman and CEO. In 2009, the U.S. flag ferry, *MV COHO*, celebrated a remarkable 50 years in service on the Port Angeles / Victoria, B.C. run.

On October 8th, at the CAMM Seattle Chapter meeting, Eight Bells were struck and a Moment of Silence observed in honor of those lives lost aboard the *EL FARO*. Our thoughts and prayers go to the relatives of our fellow merchant mariners. At Seattle's Executive Council meeting in mid-October, a general discussion was held about the NTSB ongoing investigation and the need for CAMM to continue to follow this. As more facts are known, CAMM may develop new Views or Position statements on relevant topics.

Reports Not Available:

1st VP: Government Relations, 2nd VP: Pilot Relations, North Atlantic VP, South Atlantic VP, North Pacific VP, and Mobile Bay. ☆

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Hosted by the Columbia River CAMM Chapter

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\$165/night + taxes,
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valid April 17-26, 2016 when
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March 23, 2016.
To book at CAMM's group rate,
please follow link from
CAMM's website.

Wednesday, April 20

Golf Outing
Welcome Reception

Thursday, April 21

Professional Development
Conference
Industry Speakers

Evening Social

Friday, April 22

General Business Meeting
Closing Dinner
Keynote Speaker
Awards & Recognitions

Event Chairperson

Captain Dan Jordan
captjordan@mastermariner.org

Sponsors

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daily and individual
sponsorships are available
at different levels and
posted on page 15 and
the event website.



General Business Meeting

Council Business
Views & Positions Discussions
Target Positions

Professional Development Conference

Industry Speakers
Discussion Panel
Evening Social

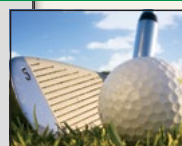


Closing Dinner

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

www.mastermariner.org/2016pdc-agm

Pre-meeting Golf Outing



Eastmoreland
Golf Course

Wed., April 20, 2016
1000 hrs

\$60 Registration Fee includes:
Golf, cart, and lunch
Register via the CAMM meeting registration form

Thank You to our Sponsors

Commodore Level:



Captain Level:



Staff Captain Level:



Breaks: Captain

Captain Tim Brown, #1494-R

“Maintaining a Viable American Merchant Marine in the 21st Century”



Charting the Course for CAMM's 2016 Annual General Meeting April 20-22, Portland, Oregon

Venue & Registration

Marriott Portland City Center, 520 SW Broadway, Portland OR, 97205. Registration is now open by mail or online at www.mastermariner.org/2016pdc-agm.

Accommodations

CAMM has blocked space at the Marriott Portland City Center for \$165/night, plus taxes and fees, April 17-26 when booked no later than March 23, 2016. Follow the link from CAMM's website to book your reservation.

2016-2018 Slate of Officers

The election committee, which consists of one delegate from each chapter, has been formed. All National Officers positions will be on the ballot. Nominations for National Officers should go through chapter delegates or via the nominating process as set forth in the By-Laws, Article VI, Section 1 (b). The nominations committee must submit a slate of vetted candidates to Secretary/Treasurer Captain Manny Aschemeyer by February 1, 2016. Please see the notice on page 9 for more information.

Constitution and By-Laws Amendments

Proposed Amendments are to be submitted to the Constitution and By-Laws Chair Captain Patrick Moloney (captmoloney@mastermariner.org) by January 22, 2016.

2016 LALONDE SPIRIT OF THE SEAS



Nominations now open!

Captain Tim Brown, Chairman of the Lalonde Committee, is now accepting nominations for the 2016 Lalonde Award. Nominations should be mailed or emailed to Captain Tim Brown. The form

and instructions for submitting same are available on CAMM's website. Nominations must be postmarked or emailed no later than January 15, 2016. Now is the time to think about submitting your nomination for the award— before the holiday seasons overtakes you and the deadline passes!

Nominations are open to any member in good standing, 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. For an application and information concerning mail and email addresses, guidelines and rules, go to the CAMM website or contact your chapter president or regional vice president. ☆

Sponsorships Available for 2016 CAMM AGM in Portland, Oregon

Commodore Level - \$2000

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

Captain Level - \$1000

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

Staff Captain Level - \$500

- Logo recognition

Contributor Level - \$100

- Name recognition

Recognition of Sponsors

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

Please see website for further details.

Welcome Kit Items

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

Closing Dinner Table- \$750

- 4 tickets to closing dinner with logo namecard on centerpiece

PDC Evening Social - \$500

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

Hospitality Suite- \$500/night

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

Meeting Breaks- \$200/break

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



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Registration Form

2016 Professional Development Conference & Annual General Meeting

Name: _____ CAMM Membership No. _____

Address: _____

City: _____ State: _____ Zip: _____

Best Contact Phone: _____ Alternate Phone: _____

Email address: _____

Name for ID badge: _____ CAMM Chapter Affiliation: _____

Arrival Date: _____ Departure Date: _____

Events (Put a check mark in the boxes you plan to attend)								
	Wed., April 20		Thurs., April 21			Fri., April 22		
	Golf Outing Includes Green fees, cart & lunch: \$60 / person	Welcome Reception No Charge	Development Conf. \$75 / person	Guest Outing TBD Check if interested	Evening Social & Dinner \$60 / person	General Meeting \$75 / person	Closing Dinner \$75 / person (please circle choice)	Totals
Primary Attendee				at meetings			Wild Salmon Filet Mignon	
Guests							Wild Salmon Filet Mignon	
							Wild Salmon Filet Mignon	
Grand Total Due								

Please check all that apply:

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

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

Capt. Dan Jordan
CAMM Columbia River Chapter
1639 NW 45th Ave
Camas, WA 98607-8511

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

Practicing the 7th Corporal Work of Mercy



by Father
Sinclair Oubre
CAMM Chaplain
#3220-A

The maritime ministry's duties are usually very practical: welcome the seafarers to the community;

escort them through the MTSA-regulated facilities; facilitate their needs while in port, and assist them in

very small, and when an incident occurs, it impacts almost everyone.

A leading Catholic Cardinal, Raymond Burke once noted:

"The care with which we bury the dead expresses our faith in the victory over everlasting death which Our Lord Jesus Christ has won in our human nature by His own Death and Resurrection. We bury the dead in the sure hope of the resurrection of the body, when their mortal bodies will share fully in the glory of the Risen Christ."

Burying the dead is not limited to just preparing the grave, placing the body in it, and make the requisite invocations.

the SS *EL FARO*, and to pray for their families and friends in their time of loss. The service took place at the Seamen's Memorial Sundial, which was itself constructed to remember the crew of the T/S *TEXACO OKLAHOMA*, which sailed from Port Arthur, and broke in two, and sank.

It may sound strange that a community in the Western Gulf of Mexico would be organizing a memorial service for a ship that sailed from Jacksonville to Port Arthur, but our two communities had connections. First, we had suffered similar maritime tragedies during World War II, and with the loss of the S/S *MARINE SULPHUR QUEEN* in 1963 and the *TS TEXACO OKLAHOMA* in 1971.

Second, the *EL FARO/NORTHERN LIGHTS* was a familiar sight in our maritime community. She had come to Beaumont and Port Arthur regularly when she was on military charter.

Third, the crewmembers were part of the "Brotherhood of the Sea," which all of us are part of in way

or another. Finally, because all of the crewmembers were sons and daughters of God, they were also our brothers and sisters.

Two weeks after the *EL FARO* Memorial Service was All Souls Day in the Catholic Church, and it was another opportunity to exercise the seventh corporal work of mercy.

Continued on next page >>>

communicating with their families and loved ones. These activities are contained in the first six corporal works of mercy, and focus heavily on Jesus teachings in Matthew 25:35-36:

"For I was hungry and you gave me food, I was thirsty and you gave me drink, a stranger and you welcomed me, naked and you clothed me, ill and you cared for me, in prison and you visited me."

This past month, my ministry has been focused on the seventh corporal work of mercy: Bury the Dead.

I was on my motorcycle riding to Tulsa for a Knights of Columbus rally, when the first

hints of a major maritime disaster began to trickle out. The news that the SS *EL FARO* was missing, and then declared lost passed with little notice from the general public, but was devastating in the maritime community. I soon realized that most of us in the maritime community either knew a crewmember first hand, or knew someone who knew a crewmember. The maritime community is really

Rather, it also means taking time from our busy days, and being physically and/or spiritually being present with those who are suffering because of the loss of loved ones.

Once I returned from Tulsa, I joined with the Port Arthur International Seafarers' Center, the Port of Port Arthur, and the Apostleship of the Sea - USA to host a memorial service for the crew of



PHOTO: COURTESY SINCLAIR OUBRE

The El Faro memorial service took place at the Seamen's Memorial Sundial in Port Arthur, Texas.

Father Oubre >>>Cont'd from page 17

One would be surprised by the number of people who are cremated, and who have no family, or whose families choose not to collect the cremains from the funeral home. On other occasions, retired mariners, recreational boat operators, or just ordinary people request their that cremains are interred at sea.

On November 2, the Feast of All Souls, I and three companions boarded one of the Sabine Pilots' boats and headed out to the eighteen-mile light to inter 19 sets of cremains. Earlier, we had hosted a memorial service at the seafarers' center for the deceased. For some of the dead, this was the only funeral service they had had.

At the 18-mile light, I performed the Committal Rite, and then entrusted each set of cremains to the deep. Later, I prepared a certificate for each person, and forwarded them to the funeral home so that they can be sent to the families.

Sometimes I wonder how relevant maritime ministry is if it just means taking a foreign seafarer to Wal Mart so he or she can buy more stuff. This past month demonstrated that maritime ministry is most of all being in solidarity with the people of the sea, and sharing their lives, even when it means burying the dead. ☆



Father Sinclair Oubre prepares to inter cremains at sea.

PHOTO: COURTESY SINCLAIR OUBRE

CROSS'D THE FINAL BAR

CAPTAIN CLETUS J. WALZ #218-L

Captain Cletus Joseph Walz passed away peacefully October 18, 2015 hand-in-hand with his daughter Michelle. He was born in Ludlow, Kentucky, the eldest of five children. He left home at age 17 and received his Bachelor of Science from Kings Point Merchant Marine Academy in New York. After four years in the Merchant Navy, Clete joined the U.S. Coast Guard, earned his Master Mariner License, and retired as a Commander. He is a 'square knot' sailor — circumnavigating the world on icebreakers to the Arctic Circle, the Antarctic Circle, the equator, and International Dateline. Clete was the rock of our family and deeply loved and respected by us all. He is survived by his loving wife of 63 years Doreen Silva Walz, two children, three grandchildren, and his four siblings.

CAPTAIN JAY E. GRAHAM #2821-RP

Captain Jay E. Graham, 61, of Amityville, New York, passed away after a short illness on June 21, 2015. Captain Graham was a NY/NJ Harbor Sandy Hook State Pilot for 36 years. He was also an avid sailor for over 40 years in the Great South Bay of Long Island. He sailed the Narrasketuck Class and the Star Class sailboats, and particularly his beloved Narrasketuck #3 Vixen. He was also proud of the family's 1936 wooden motor boat – a classic 31' Chris Craft "First Mate".

He is survived by his wife Enith, two children, and two siblings. ☆

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

Captain *Hal Moody* #717-L of Coronado, Calif., crossed 04/2013



Seamen's Church set up donation fund to support families of the EL FARO crew

Since the sinking of *EL FARO* was reported in October, TOTE (owner/operator of the vessel) has received countless requests from individuals, mariners, customers, and communities from all over the country asking how they can support the families of the crew that was lost when she went down. The Seamen's Church Institute, North America's largest mariners service agency, has created a fund that will support the families and loved ones of the crew of the *EL FARO*. Anyone interested in lending financial support to the families may donate to this fund by going online to: donate.seamen-schurch.org/el-faro. 100% of all donations made to this account will go directly to the families of the crew. Thank you for your continued thoughts and prayers for all those affected by this tragic accident. ☆

Remembering our Brothers & Sisters Lost at Sea –

A TRIBUTE TO THE CREW OF THE SS EL FARO

We at Council of American Master Mariners honor the twenty-eight American seaman and the five seamen from the Republic of Poland who were lost in the tragic sinking of the *SS EL FARO* on 1 October 2015. We extend our condolences to the family and friends of those who were lost.

The Last Watch

It is told in the Bible that once the Lord was in the fishermen's boat and a great storm came upon them, and the fishermen feared they would drown. The Lord said to them, have faith in Me. And thus it was they had the faith to survive. This same situation was and is repeated each day at sea.

No man has ever served at sea without knowing that each day could be his last and no one would even know where at sea he lay. No man served a day at sea without the knowledge that the ship he sailed might not survive to sail another day. But no man at sea let these fears overcome him.

He knew his shipmates were beside him to help stand the watch, to plot the course, and to be the family and support we all need to meet and survive another day. They were his shipmates.

As each day ended, men at sea counted their blessings of a day well done, and to mark the end of their watch, they would toll the bell, the eternal mark of the passing of time at sea.

We honor the crew of the EL FARO as we toll the bell to mark the end of his final watch.

Well done, well done. It was a great voyage, and you served your watch. We are proud to have served with you as part of the United States Merchant Marine.

You have completed your final watch, now rest in peace.

Editors' note: There are several versions of "The Last Watch." This one comes from the USMM.org website.



PHOTO: TOTE MARITIME

Wreckage of SS EL FARO Located in 2,500 Fathoms of Water



Compiled from NTSB
Office of Public Affairs:
October 20, 31; 2015
November 3, 12; 2015

On November 3rd the National Transportation Safety Board (NTSB) confirmed that the hull of the SS EL FARO had been located by the U.S. Navy's Curve 21

remote operated vehicle (ROV) which was deployed on location from the USNS APPACHE. The hull was found in the vicinity of its last known position. The ship was in an upright position with the bridge and deck below separated from the vessel.

On November 12th the Associated Press reported that the NTSB had tweeted that the bridge deck of the EL FARO had been found. The ship sank October 1st off the Bahamas with 33 crew members aboard after encountering Hurricane Joaquin. The voyage data recorder (VDR) or so-called black box, that is attached to the bridge deck of the vessel, was not found. On November 16th, the agency said that the search for the VDR had been called off. The EL FARO disappeared shortly after its captain had called the company and informed them that the ship had lost power, was listing, and was taking on water.

The NTSB issued a preliminary report of the sinking on 20 October. Some of the key information from the report is as follows:

On 29 September at approximately 2015 the EL FARO sailed from Jacksonville, Florida in route to San Juan, Puerto Rico. On 30 September at 0112 LMT Captain Davidson sent an email to the company stating that he intended to take a course south of the predicted path of the hurricane and would pass about 65 miles from its center.

On 1 October at 0200 LMT the

company's emergency call center to report that he had a marine emergency. He reported that there was a hull breach, a scuttle had blown open and that there was water in hold number 3. He also said that the ship had lost its main propulsion unit and the engineers could not get it going. After being connected to the Designated Person Ashore (DPA), the Captain repeated the emergency information and estimated the seas height to be 10 to 12 feet.

At 0717 LMT (1 Oct.) according to electronic alert system data sent by the vessel, its last reported position was approximately 20 miles from the edge of the eye of the hurricane. The USCG received electronic distress alerts from three separate sources on EL FARO: the Ship's Security Alert System (SSAS), the Inmarsat-C Alert, and the Emergency Position Indicating Radio Beacon (EPIRB).

The report also noted that on February 13, 2015, EL FARO successfully completed



PHOTO: NATIONAL SAFETY TRANSPORTATION BOARD

NTSB marine safety investigator Tom Roth-Roffy with others prior to departing on the Navy ship Apache to search for the EL FARO wreckage and the voyage data recorder.

National Hurricane Center predicted seas of 30 feet with sustained winds of 64 knots (74 mph), increasing to 105 knots (121 mph) as the EL FARO approached the wall of the eye of the hurricane.

At 0700 LMT the Captain called the

the American Bureau of Shipping (ABS) class and statutory surveys, meeting all rules and regulations as applicable. All deficiencies identified were rectified prior to completion of the surveys. None of the deficiencies were associated with



EL FARO's main propulsion systems.

The annual inspection the United States Coast Guard (USCG) was completed on March 6, 2015 and in June, 2015 ABS examined and tested the main, auxiliary and emergency systems as part of the continuous machinery survey program and found them to be satisfactory.

On September 11, 2015 one of the ship's two boilers was shut down for inspection by an independent boiler service company during a voyage between San Juan and Jacksonville. After the inspection the boiler service company recommended service to both boilers during an upcoming dry-dock period which was scheduled for November 6, 2015.

The company's procedures called for some cargo on the ship to be "double lashed" regardless of the weather expected to be encountered during the voyage. The vessel stevedores reported that prior to *EL FARO's* departure on the accident voyage, the cargo was secured in accordance with those procedures.

For the full reports, additional information and resources are available on the NTSB's webpage for the *EL FARO* accident investigation: go.usa.gov/3Smre.

Editor's Note: In reporting by NTSB "the last known position" is referred to several times but the actual latitude and longitude of that position has not been specified. In their Preliminary Report issued on 15 October, they give the last known position as "36 nautical miles north-east of Acklins and Crooked Islands, Bahamas..." The North Coast of Crooked

Island is approximately 20 miles long and has a slight concave to the South shape, making it very difficult to ascertain an exact position. This description of the "last known position" by the NTSB puts the hull of the *EL FARO* very close to Samana Cay (Atwood Cay). Not giving the actual location may be an attempt to preserve the site and to keep news organi-

zations and other parties from launching an unauthorized search. To see the actual report go to: www.nts.gov/investigations/AccidentReports/Pages/DCA16MM001_preliminary.aspx ☆

Below, approximate track of the EL FARO after departing superimposed over NOAA PDF chart. Right: NASA Satellite imagery of Hurricane Joquin, October 1, 2015 at 1255 UTC (0855 EDT).

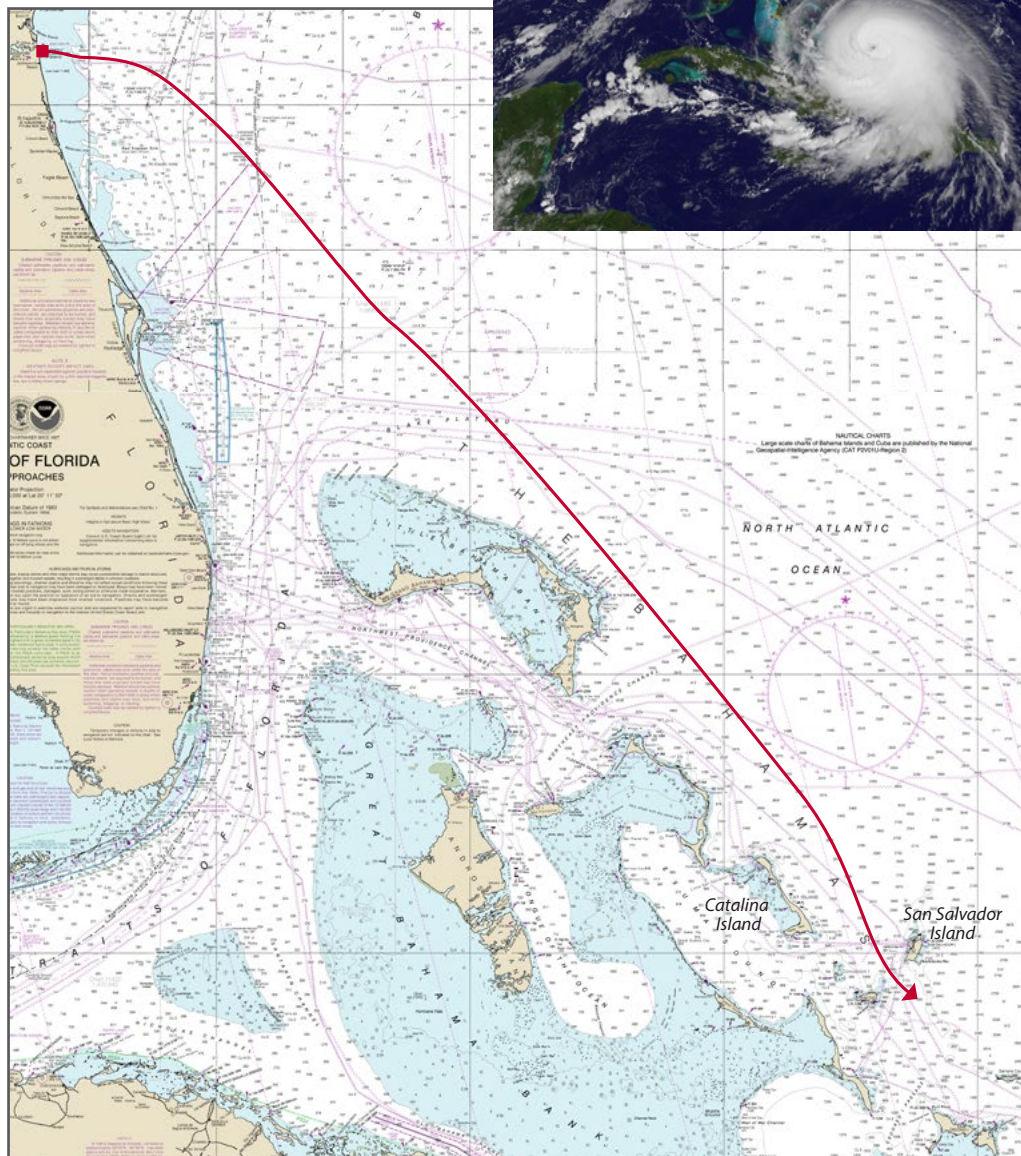


PHOTO: NASA/NOAA GOES PROJECT

GRAPHIC: EXCERPT FROM NOAA PDF CHARTS 11009 AND 11013

COSTA CONCORDIA: A Master's Last Stand

Francesco Schettino, vilified for the COSTA CONCORDIA casualty, speaks out — and insists it is not about clearing his name

**Lloyd's List
Intelligence**

by Craig Eason
Lloyd's List Intelligence
October 12, 2015
Reprinted with
permission

steamed straight towards well known and charted rocks one dark evening?

And when those rocks loomed large in the darkness, how was it that the urgent commands of its master were being challenged and then allegedly misunderstood by a helmsman who could not fully understand English, the language of the sea, nor Italian, the native language of ship's officers.

The results were disastrous and led directly to the deaths of 32 passengers and crew of *COSTA CONCORDIA* on the evening of Friday, January 13, 2012, off the Italian island of Giglio.

The blame has fallen squarely on the ship's master, but Francesco Schettino is now fighting back.

The 54-year-old disgraced mariner now faces a 16-year prison sentence for the manslaughter of the 32 souls lost.

But whether or not one believes he was an arrogant, showboating captain, there are some serious questions about the vessel's bridge management and navigational procedures that raise worrying questions across the shipping industry. These are questions that have been asked about other disasters in the recent past and have yet to be fully answered.

Schettino describes his drawn-out and public trial, which ended this summer,

How did a modern cruiseship end up being without command for about five minutes as it

as a travesty. Not because he was found guilty — he says he accepts his responsibility for the casualty and its consequences as a ship's master — but because the real details behind the cause of the accident were too technical for the court to understand.

"All the previous lawyers were not able to present the nautical issues that led to the accident," he tells Lloyd's List during a late night telephone conversation, following days talking to his lawyer as he prepares to appeal.

"I do not blame people, but this is a nautical issue, and it is not easy for a civil judge to absorb and understand," he says.

He adds that neither the defence nor the prosecution had experts in maritime technology, ship construction, bridge manning and navigation.

The persecution of Schettino in the Italian and international press has been relentless, and his attempts to explain the events that fateful evening that led to disaster and death have largely been described as a cowardly attempt to shift blame and exonerate himself.

But is there something in what he is trying to say? The original court, and the international press as a result, failed to take on board industry-wide questions and issues facing electronic chart usage and the application of the international safety management code.

However, while Schettino wants to put his story forward without the clamour for blood, his version is already contradictory to those of the other members of the navigation team that were on the

bridge that night; all of which have been able to avoid prison sentences by agreeing to plea bargains. Schettino's requests for a plea bargain were rejected.

Costa Crociere, the Carnival Corp-owned shipowner, also avoided being put in the dock by agreeing to pay a fine, thus leaving Schettino out on his own.

This is something that Schettino says he understands, calling it "commercial tactics" and adding that he is not looking to attack his former employer.

But he also points to the fact that it was not his decision to employ the young bridge officers that formed his

"I do not blame people, but this is a nautical issue, and it is not easy for a civil judge to absorb and understand."

navigation team, nor to select the bridge equipment that they and he used.

It was his job, though, to say how the equipment should be used.

However, what is of interest, and will be a wake-up call for many in the shipping industry, is the growing support Schettino has, and the fundamental questions that are being asked about modern bridge practices.

These bridge and navigation issues that Schettino is raising in his defence should be listened to, according to safety experts such as Arne Sagen, the Norwegian accident inspector from the



Skagerrak Foundation. In the past, Mr. Sagen has been vociferous about how lax management standards and modern technology are becoming a dangerous mix.

Similarly, a report by Antonio Di Lieto at the Australian Maritime College at the University of Tasmania also highlights institutional failings that led to the grounding of *COSTA CONCORDIA*.

While it shows Schettino has some blame to shoulder, it supports the view that he should not be alone.

In short, how was it that a fairly new vessel with a supposedly competent bridge team and the latest electronic navigational equipment found itself out of position, without the bridge team realizing?

Why did the team not have the procedures to clearly determine, when the master came onto the bridge, whether he had taken the navigation con? And why did the company allegedly have an Indonesian crew member/helmsman who could speak neither English nor Italian sufficiently to understand rudder commands?

In Schettino's own words: What happened before the ship hit the rocks

Schettino wants his version of the events leading up to the grounding of *COSTA CONCORDIA* heard without the media continually baying for blood. He has written a book, in Italian, to try to get that message across.

He insists he is not a "tiger captain", one that shouts orders and does not allow for feedback.

He also insists that when he went to the bridge that night, he was not in command of the bridge team, but had only gone up to perform the salute as the vessel passed the island of Giglio, which it had done before, and for which he has

been accused of "showboating".

When asked why none of the officers on watch asked him to take command of the bridge when there was a perceived problem, Schettino is unable to answer.

"They were not willing to give me bad news," he says, adding that as he was on the bridge on a social errand, he left the bridge team to do the navigation thinking that everything was okay.

He was, he says, not in charge of the navigation until he clearly said he was. However, there are reports that the senior officer on the bridge, who was in charge of the bridge team, thought he was.

This means, and Schettino admits this, there is a three- to five-minute window when there was no one in command of navigation and *COSTA CONCORDIA* was

and information system, is a mandatory piece of technology on all passenger ships now, and slowly being rolled out across the world's merchant fleet.

Soon all ships will have at least one system on board, and owners and managers will need to ensure that navigation officers are properly trained in their use.

There are well known criticism about the range of different ECDIS systems, with different features, hence the requirement for proper training.

Schettino says the bridge officers were expected to have onboard training on the ECDIS, rather than shore-based training.

However, there is also the accusation that the ECDIS on *COSTA CONCORDIA* should not have been used as an ECDIS, as it did not have the right type of charts installed.

Simply put, an ECDIS is an ECDIS if it has what is called a "vector" electronic chart that has sets of data that allows for more detailed interrogation by an officer. The "raster" chart that the *COSTA CONCORDIA* system is reported to have had, could not be used as a primary source of navigation, and strictly speaking was not to be called an ECDIS.

Yet in Schettino's own words he had let the bridge team repeatedly use the electronic chart system. "I often said to them [the other navigation officers] that I would need to get the bosun to repaint the deck in front of the screens and the rudder [autopilot] where their feet had worn the paint away."

Schettino admits that while he had not taken control of the navigation when he entered the bridge, he had asked the officer on watch what actions he was taking, particularly in relation to using manual steering and altering course at a given waypoint.

Continued on next page >>>



PHOTO: RYONGHER/ SOERFM CC3.0

continuing its rapid approach to the rocks at Isole le Scole.

"It was my fault. I went to the bridge to perform the salute. I never expected to take the con. According to the passage plan, we should have been a half nautical mile off the rocks.

"I can't blame, I take responsibility, but I was leading a bridge team that was not properly trained."

And this is a common theme when Schettino speaks. He takes responsibility, but...

He also believes the officers were not familiar with the ECDIS.

ECDIS, the electronic chart display

Concordia >>>Cont'd from page 23

"It was a misunderstanding," he concedes. He expected the bridge team to tell him more than they did.

"The question is, was this guy thinking I took the con when I entered the bridge?" asks Schettino.

"Why were they not screaming at me [that something was wrong]? Why were these officers not able to recognize when the captain is approaching the point of no return?" The assumption is that either the bridge team did not know how critical the situation was, or were afraid.

"There was no information given to me. The absence of information made me think that everything was fine," he says. But this soon changed, he says, as he became aware of the situation, and took the con.

Schettino says that whenever he took the con of *COSTA CONCORDIA* when performing maneuvers he would order two steering pumps to be used, rather than the single pump. With two pumps the rudder, and therefore the ship's heading, responds more quickly to a helm command.

"I was forced to go hard to starboard, but I was asked, 'Why are you changing course, we are passing clear?'"

"It would have been scary to see [the rocks] if it was daylight. I blame the fact that the officers could not differentiate between the real world and that of the ECDIS and the rudder. After I was ordering angles of starboard rudder I was forced to go hard to port," says Schettino describing how the officer on watch did not understand why.

The center of the ship's turning circle as it began to move to starboard was towards the forward lifeboats, according to Schettino. This means as the rudders turned the bow to starboard and the vessel bodily moved that direction, the vessel's stern swung to port, and towards the rocks.

Schettino's sudden and dramatic hard turn to port with the ship's rudder was an attempt to minimize the damage, he says, by trying to swing the stern away from the rocks.

Schettino says that the fellow officer who did not understand why he had made the command to turn the rudder to steer to port, had counter-ordered to make the helmsman to go further to starboard.

This is an Indonesian helmsman that Schettino says could not fully understand English or Italian, and to whom a junior officer on chart plotting duties was forced to stop what she was doing and render assistance.

There are even reports that the helmsman, who Schettino says has now vanished without a trace, had even been turning the rudder in the opposite way to the commands he was given.

The rest of the night following the strike, the heeling and the maneuvering to get the vessel onto the coast of Giglio, and the frantic, fraught and frightful evacuation are now ingrained in shipping history.

The casualty has already led to international discussions about the way cruiseships are built, their survivability (safe return to port) and the evacuation of passengers. But there are those questions over navigation, ECDIS and the ISM Code.

Technology and regulation

According to accident investigator and long-time campaigner for safer shipping Arne Sagen, the grounding of *COSTA CONCORDIA* joins a growing series of typical "ECDIS-assisted" accidents, some of which have been fatal.

Mr. Sagen cites cases such as a Color Line grounding in 1994 and the *ROCKNES* disaster in 2004, both in Norway, where the combined use of paper and electronic charts was instrumental to the accidents.

...a growing series of ECDIS-assisted accidents... where the combined use of paper and electronic charts was instrumental to the accidents.

It looks as if in such cases, with lack of approved electronic charts, it is quite common to navigate by the combination of paper charts and the electronic navigational system, where the paper chart has priority.

Mr. Sagen's thinking is to question if the mismatch of information and naviga-

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tion between paper charts and electronic charts is the still leading to confusion.

It is worth noting, he says, that the International Chamber of Shipping's bridge procedures guide advises "Planning within any one phase of the voyage should be undertaken using either all electronic or all paper charts, rather than a mix of chart types".

Mr. Sagen's appraisal of navigational procedures is supported by research from Captain Di Lieto, a bridge sim-

ulator expert and PhD candidate at the Australian Maritime College at the University of Tasmania, who assessed the accident in a paper, *Anatomy of An Organizational Accident*.

Captain Di Lieto's paper lists a number of active errors, some made by Schettino, some by the bridge team overall, and some by the company, that came together to create the conditions for the accident.

These errors range from changing the

route plan without proper consultation with other bodies outside the vessel; a failure to draw the new route on the paper chart, or at least not on one of suitable scale for such navigation; a failure by the officer on watch to monitor the route; and the language barrier with the seafarer who assumed the helm.

To address the risk of crews not knowing an ECDIS, there must be more consultation between crews and the purchasing and technical departments ahead of a system being installed, says Mr. Sagen.

There has been some key work to upgrade ECDIS systems, including an "S-mode" proposal by the Nautical Institute back in 2008.

Schettino also complains that the other navigational officers used *COSTA CONCORDIA*'s electronic chart display "like a video game" and he had instructions to have it set in a particular way when he was due to come up to the bridge for port and other maneuvers.

Mr. Sagen wants the use of ECDIS to be fully controlled. "We will go even further, and claim that there should also be an organized liaison between the shipping company and the national and hydrographical institutions, combined with national restrictions for the use of ECDIS in certain waters," he suggests.

Navigation and the ISM code

The International Safety Management Code was born out of the *HERALD OF FREE ENTERPRISE* disaster in 1987 when the Townsend Thoresen RO-PAX ferry capsized as it left Zeebrugge, leading to the deaths of 193 passengers and crew.

The vessel's bow doors had been left open due to a crew member being asleep rather than on duty. The accident investigation at the time found there were institutional errors within the company that led to lax safety procedures.

It is worth noting that a judge assessing the case in 2000 decided not to imprison the captain and crew, who were found to be at fault, opting to ban them from working at sea for a period. He

Continued on page 27 >>>

MARITIME INJURIES

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Charting a New Course: Celestial Navigation Reinstated at U.S. Naval Academy

theTrident
The official blog of the U.S. Naval Academy

by
Lt. j.g. Devin Arneson
The U.S. Naval
Academy
October 15, 2015

Picture this: A naval vessel is navigating the high seas thousands of nautical miles from land. Suddenly all navigation systems become inoperable.

*What happens next?
What does this mean?*

The Navy looks to its past to chart its future. With today's technology rapidly advancing, the Navy realized that many basic techniques are still relevant to safe operations at sea.

Celestial Navigation (CELNAV) is one skill that has not been formally taught to Navy officers, depending on one's commissioning source, for more than 15 years. Officer Candidate School did not teach CELNAV, NROTC stopped teaching it in 2000, and the Naval Academy removed it in 2006.

Based on direction from the Chief of Naval Operations, CELNAV has been reinstated into the navigation curriculum and is a requirement in the Officer Professional Core Competencies

Manual. This administrative change ensures the instruction will be an enduring requirement.

The Naval Academy resumed classroom instruction during the summer session of 2015. The class of 2017 will be the first in many years to graduate with a basic knowledge of CELNAV.

During their junior year, all second-class midshipmen currently take Navigation 310: Advanced Navigation. This course has been adjusted to contain three hours of celestial familiarization, providing students basic principles and theories of CELNAV. It includes PowerPoint presentations along with homework and tests based on Chapter 20 from the 15th Edition of Dutton's *Nautical Navigation* by Thomas J. Cutler.

"It is a core competency of a mariner," said Director of Professional Development Cmdr. Adan Cruz. "If we can navigate using celestial navigation, then we can always safely get from point A to point B."

The midshipmen also take two cyber classes during which they learn about

the vulnerability of electronic navigation systems and how they can be affected by cyber threats. The classes include how information moves, jamming, the RF spectrum, and many other topics in cyber security.

"Teaching CELNAV is just one thing necessary to learn in order to get ready for the battlefield that's already out there. Cyber affects all battlefields to include sea, land, air, and space," said Director of Center of Cyber Security Studies Captain Paul J. Tortora.

Cyber threats aren't the most likely reason electronic navigation systems might fail. System degradation, electrical failures, satellite malfunctions – there are any number of reasons GPS might be rendered unusable on board a ship.



PHOTO: U.S. NAVY MASS COMMUNICATION SPECIALIST 2ND CLASS JARED KING

Quartermaster Seaman Pasquale V. Verrastro uses a sextant to find the range of a foreign vessel on the bridge wing of the guided-missile destroyer USS RAMAGE.



PHOTO: U.S. NAVAL ACADEMY

Celestial Navigation course at U.S. Naval Academy.



Outside the classroom, the academy's Varsity Offshore Sailing Team uses CELNAV for the Marion Bermuda race. GPS is used until the sailboats are 50 miles offshore. Prior to the race, the team members used the planetarium in Luce Hall for exposure to what kinds of stars and constellations they would be able to shoot to celestially navigate.

"...celestial navigation is very self-sufficient.

There's not a more basic way than to use the sails and the stars."

"Everyone is reliant on technology, but celestial navigation is very self-sufficient. There's not a more basic way than to use the sails and the stars," said Midshipman 1/C Jared Valeske, skipper and tactician for the race in summer 2015.

Midshipmen are also exposed to CELNAV during summer training cruises on USNA's Yard Patrol Craft and Offshore Sailing Training Squadron sailboats. By the end of the summer, the nearly 600 midshipmen who participate in these two programs have a practical understanding of the benefits of CELNAV and what encompasses a day's work in navigation.

The bottom line is that even with technological advances, the basics still apply. ☆

CAMM is pleased with this action. In 2012, CAMM members adopted Position 2012-02: Training in Celestial Navigation SUPPORTS the inclusion of celestial navigation competency as a component of deck officer certification.

Concordia >>>Cont'd from page 25

recognized that the fault was as much within the shipowner as on board the ship. His decision is in stark contrast to events in Italy.

The ensuing ISM code was a way for the international regulators to address this safety issue by forcing shipowners to take more accountability and responsibility.

The detail of a vessel's ISM code are, however, compiled by the shipowner, and audited by a third party, usually a class society. It is based on the concept of risk assessment and improvement, particularly in relation to the skills and competence of employees.

The essence of the code, and how it should work, is that it relies on a proactive approach from a shipowner, rather than the owner applying lip service to it just to remain in compliance and therefore have a vessel able to trade.

As it provides a paper trail in accountability the ISM code can be used to identify safety loopholes. However, this paperwork of accountability can then also be used to find a fault, and then appropriate blame, which according to experts is not what it is set up to do.

Under the ISM Code, a shipping company has the responsibility to ensure proper training, even before navigators are placed on the bridge and told to use the equipment for the first time. Mr. Sagen questions if this is robust enough, given the incidents that can happen.

He also questions ISM procedures that seem good on paper, but, in his mind, prove to be useless when it comes to an emergency.

He highlights a vessel's turning circle in an emergency.

When the bridge team is shifting to manual steering by helmsman, a possible critical navigation may become even more critical. In manual steering mode the most common rudder control will be done without proper situational awareness.

This means that a vessel's turning circle in relation to the rudder position and the speed is not indicated to the bridge.

Mr. Sagen argues that an officer in charge is not able to predict the optimal rudder angle when steering is manual, as he does when the vessel is under the automated control of ECDIS and an autopilot. And this could lead to disaster. ☆



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CAMM's Early History

The Keel is Laid — The Garboard Strakes are Added



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

The Council 1937

After finalizing the formation of the Council of American Master Mariners in late 1936 and early 1937, "THE COUNCIL" (this was their abbreviation for the full name as opposed to CAMM) began holding regular meetings on a monthly basis beginning in September 1937. The meetings were held at the New

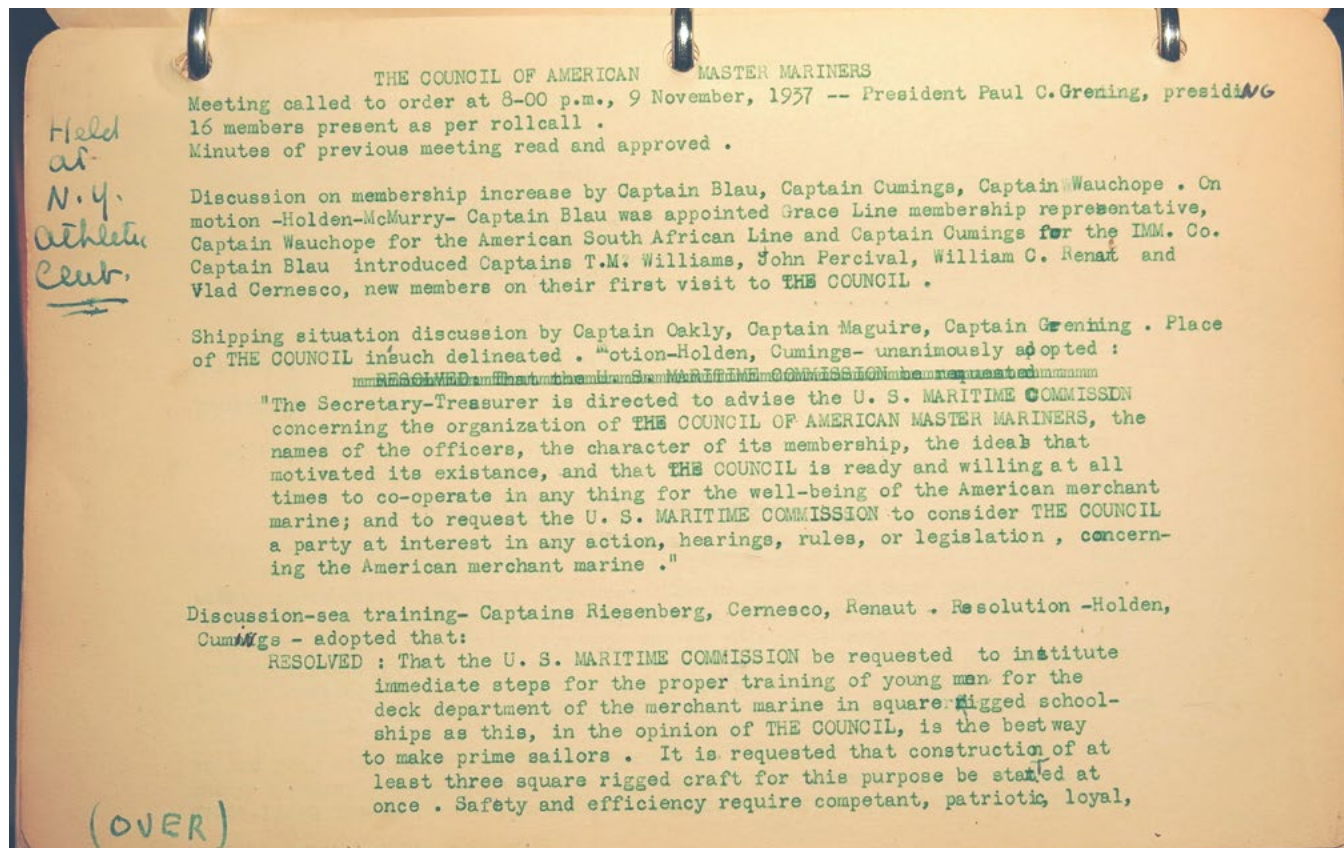
York Athletic Club and continued to be held at this location until late 1950.

At their November 1937 meeting, The Council adopted a resolution requesting that the U.S. Maritime Commission institute a program to properly train young men for the deck department "in square rigged schoolships as this, in the opinion of THE COUNCIL, is the best way to make prime sailors." In the resolution they requested that construction of "at least three square rigged craft for this purpose be started at once."

At the end of the minutes of this meeting, Captain Sheridan, Secretary/

Treasurer, noted the attendance of Captain F.S. McMurray, who "Had come all the way from Woods Hole" to attend the meeting (today the trip from Woods Hole to Manhattan would take five hours without traffic). At that time Captain McMurray was involved in the Woods Hole Oceanographic Institute, which was in its infancy having been granted a charter in 1930. He had previously served as Captain of the NEWPORT (the NY State Schoolship) and as the school's Superintendent.

Captain McMurray congratulated the members on having formed The





Council, gave a report of his interview with Commander Cresap of U.S. Steel, Co., "and told of Comdr. Cresaps controversy with Madame HERRICK." Who was Madame Herrick? Was she the wife of the former Ambassador to France, Myron T. Herrick, or a well-known lady in New York?

In December of 1937 the first Executive Committee meeting was held; this would have been the forerunner of our Board of Governors. The records indicate that this committee met as needed. At the first executive meeting they passed two resolutions:

- 1) To solicit the Postmaster General to issue a series of Clipper Ship stamps to commemorate the "glorious days of the American square rigged sailing ship supremacy..."

Continued on next page >>>

June, 1917 THE MARINE REVIEW 207

Capt. F. S. McMurray

The career of Capt. F. S. McMurray is typical of that of the average successful schoolship graduate. He was born in 1878 and graduated in 1896 from the schoolship ST. MARKS, predecessor to NEWPORT. He served before the mast around Cape Horn on his first voyage and then worked his way up from seaman to officer in 28 different merchant ships. He served on the auxiliary cruiser HARVARD and participated in the Santiago blockade in 1898. In 1905 Captain McMurray became chief officer of the floating drydock DEWEY, taking her to the Philippines. In 1910, he became sailing master of the non-magnetic yacht CARNEGIE, which cruised 33,000 miles in a magnetic survey of the oceans. The opening of the European war found him in command of a passenger liner operating between Hong Kong and Philippine ports. He then returned to New York and assumed command of NEWPORT.



CHINA at the age of 33 and at the age of 35 was given command of MONGOLIA, the second largest vessel flying the American flag. A member of the class

READING FROM LEFT TO RIGHT: THOMAS W. SHERIDAN, SENIOR INSTRUCTOR; F. R. NICHOLS, JUNIOR INSTRUCTOR; C. E. LITTLEFIELD, EXECUTIVE OFFICER; CAPT. F. S. McMURRAY; CLARENCE J. DALTON, SURGEON INSTRUCTOR; C. H. MATTHEWS, U. S. N. RETIRED, CHIEF ENGINEER

CLIPPING: COURTESY NEW YORK PUBLIC LIBRARY, DIGITIZED BY GOOGLE

This clipping from 1917, 20 years prior, highlights Captain F.S. McMurray's career. The photo also includes Captain Thomas Sheridan, The Council's first Secretary/Treasurer.

Minutes-9 Nov., 1937- Con'td.

disciplined seamen to man the merchant marine and it is earnestly hoped that the U. S. MARITIME COMMISSION will act favorably on this resolution as one of the best ways to produce the men we need."

Captain McMurry expressed profound pleasure in seeing such an organization as THE COUNCIL started. Had come all way from Woods Hole to be at meeting. While his present scientific work has naught to do with the merchant marine he is intensely interested in the work of THE COUNCIL and is heart and soul in the movement. He rendered a report on his interview with Comdr. Cresap of the U. S. STEEL Co. in regard to memership and told of Comdr. Cresaps controversy with Madame HERRICK.

Meeting adjourned at 11-05 p.m.

Thos Sheridan
Secy.-Treasurer.

ROLL CALL

Present :	Captain Paul C. Grening	Captain Thos. W. Sheridan
"	E. C. Holden X	Lieut. Comdr. C. D. Shutz, USNR.
"	Felix Riesenber	Mr. E. R. Glosen
"	Paul Maguire	
"	Thomas Blau X	
"	T. M. Williams X	
"	John Percival X	
"	William C. Renaut X	
"	Vlad Cernesco X	
"	F. S. McMurry	
"	George Wauchope	
"	William Bruce Oakly	

X paid 6.00 1937 Dues
= \$30.00
Approved

In the Membership

CAMM 1937 >>>Cont'd from page 29

2) To petition Congress to "abrogate the law requiring American ships, plying between American ports to pay Panama Canal tolls."

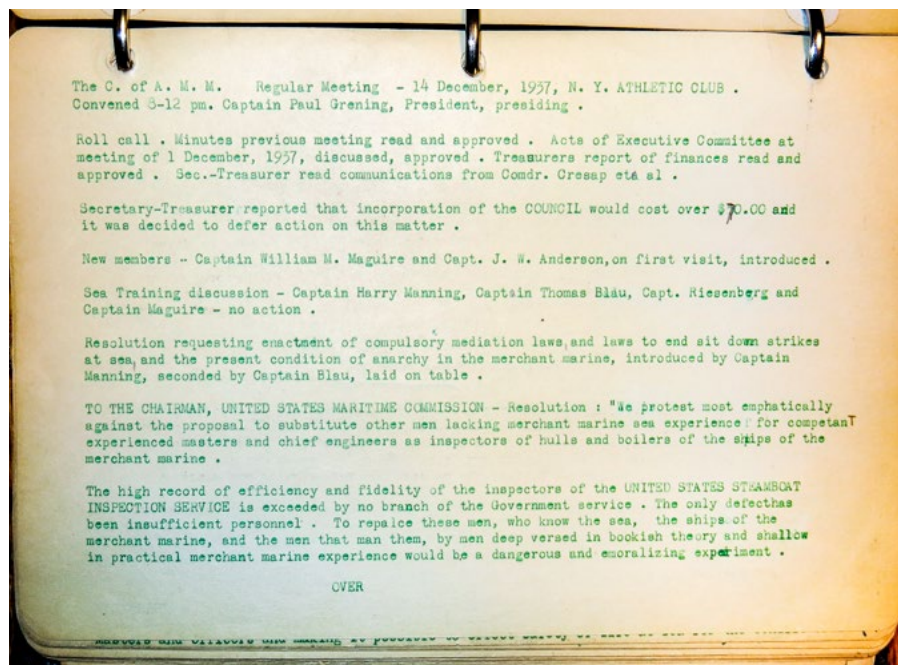
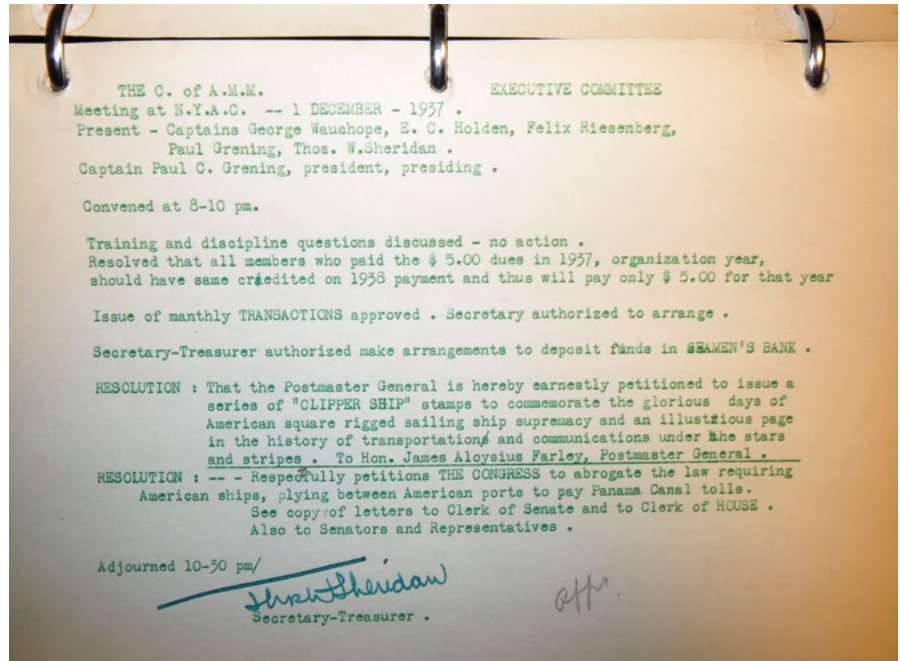
At the regular December meeting in 1937, it was decided not to incorporate as the cost would be over \$70.00 (dues were \$5.00 per year). A resolution/motion was made and seconded "requesting enactment of compulsory mediation laws and laws to end sit-down strikes at sea." The motion was tabled. They were concerned about the "sit-down strikes" by sailors. They felt that the sit-down strikes were lead by communists, that they constituted mutiny and therefore were illegal.

At the same meeting a resolution was passed to send notice of a resolution to the Chairman of the U.S. Maritime Commission to protest a proposal to replace marine inspectors with Master and Chief Engineer experience, who were employed by the United States Steamboat Inspection Service, with less qualified personnel. Some of the language of this resolution reads:

"We protest most emphatically against the proposal to substitute other men lacking merchant marine sea experience for competent experienced masters and chief engineers as inspectors of hulls and boilers... The high record of efficiency... of the inspectors of the UNITED STATES STEAMBOAT INSPECTION SERVICE is exceeded by no branch of the Government service."

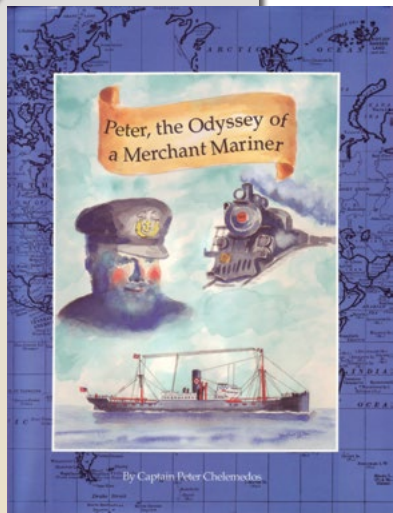
"To replace these men, who know the sea....by men deep versed in bookish theory and shallow in practical merchant marine experience would be a dangerous and emoralizing (sic) experiment."

These leaders of the U.S. Maritime Industry obviously wanted to use The Council to make their voices heard and to influence how the U.S. Merchant Marine should be managed by our government. Precursor of our Positions can be seen in these resolu-



tions. CAMM's Position 2008-04, Vessel Documentation, Inspection and Mariner Credentialing and Position 2012-02, Training in Celestial Navigation suggest that we continue to protest and support some of the same issues that confronted "The Council." ☆

Our sincere thanks to CAMM Past President Captain Warren Leback, #677-R, who held on to these records, and his son Tom Leback, who passed these on to CAMM's leadership when found during a recent move. Sidelights will continue to publish these records in future issues.



by Captain
Peter Chelemedos
#1671-R

Peter, the Odyssey of a Merchant Mariner

Chapter 29:

Mohawk to Japan (continued)

In January 1961, we stopped in Honolulu for fuel and stores. I spent about five hours at Waikiki and various shops, getting a haircut and odds and ends. Then it was back to the ship and out to pick up our tows from the holding tug around midnight, and an uneventful twenty-day trip to Wake Island for fuel.

When we arrived off Wake Island, we had to wait for swells to go down before we could fuel. We tied up to a buoy and a long hose was floated out to us. The problem on the shore end is to keep it from rubbing against the sharp coral head at the end of their pipeline.

A few days later, our mail came aboard. For the next ten minutes or so, the ship was silent as each man curled into his own little shell to read his mail from home. When I awakened again to the world around me, I took the opportunity to examine the atoll through binoculars. The part I could see along the west shore was covered by small mushroom-shaped trees which hid any scars of the war. South of us, past the oil storage tanks and the one remaining pillbox, the bow of a Japanese merchant ship stood out of the water on the edge of the reef... rusting and battered by the endless waves of the blue Pacific.

The balance of the island visible was the runway of the airstrip. The planes

landed and took off right over the ship as we lay at this buoy, depending on the wind, of course.

Over on the other side of the emerald-green waters of the lagoon, a community of some 1,300 people stationed there at the various facilities could be seen - PX, theater, barracks and family housing. Most of the people were with the airlines or radio station as well as Standard Oil Company.

The waters alongside the ship were lively with fish, and an ardent fisherman in our crew was out there scattering bread upon the waters, hoping for a fish in return. Deep down against the white coral bottom, the shadowy figure of a shark slunk out from the shadow of the ship to investigate a sinking morsel. Then darted back into hiding to consider. Then out again to gobble it and return to his lurking.

I rode over to one of our tows to check the running lights and see if I could get them lit again. Then over to the other tow. Since the chain ladders hanging down the side of the ships were installed while we lay alongside the dock at Tacoma, they were quite high out of the water to reach from the deck of the LCM, and the fact that of the lower four runs on the ladder, three were either

missing or broken. The difficulty of getting aboard was increased. However, calling upon the agility reserve I somehow had and timing the rise of the LCM on a swell, I managed to scramble up and pull myself to the good portion of the ladder to get aboard.

We sailed later that evening bound on a course that would give us a landfall at Farrallon de Pajaros, south of Iwo Jima, to keep in fair currents and good weather as long as possible while we repainted the tug on our trip to Osaka.

Three days out of Wake Island, we got change orders for Yokosuka in Tokyo Bay.

We turned up to head for Iwo Jima and, on February 10, in sight of the island, we had to shut down one of the diesel engines that drove our electric propulsion plant. In order to do this with these diesel electric drives, we had to stop the ship so the engineers could take one engine off the line, then

start it again on one engine. When we stopped, the tow wires to our charges started to sink and, acting as a slingshot, pulled the tug and the tows together. Since the tug was then going astern, the propeller started turning in reverse. When we tried to go ahead on one

Continued on next page >>>



Towing tandem two, SS JOSEPH JEFFERSON and SS WILL R. WOOV, to scrapyards of Japan.

In the Membership

Odyssey >>>Cont'd from page 31

engine, the electric drive wouldn't take.

While the ships were coming together, the wind, which had been ahead, turned the tug broadside to the oncoming Liberty ships we had been towing. We watched with mixed emotions the inevitable collision approaching while the engineers fought to get us going again. By the time they did get us started, we were hit, bounced off of and hit again by the ship. Fortunately, no one was injured and no holes were punched in the tug, though we had some bent rails and a section of the main deck in the way of a fuel tank. If the first blow had been a bit farther, in line with the stack, it might have gone right into the engine room.

Of course, this all happened just after the new coat of paint dried. The tug had been sparkling before then.

After we all stopped shaking and talking about what we did when we saw that thing approach, etc., shipboard life returned to normal. Sunbathing, reading, card playing, etc., and our current hobbies of growing mustaches and beards took over our spare time.

A companion tug, the *SEA RANGER*, towing two Knot ships, left Wake Island ahead of us. When she was within fifty miles of Yokosuka, on a course up the island chain, she was set out to sea some 180 miles by a combination of wind and current at the rate of thirty to thirty-five miles per day and held there until she was down to five days of fuel remaining. For a week or so, we followed her "progress" and it was like a radio serial. You know, tune again in twelve hours for the latest word. Will she run out of fuel? Will the storm let up and allow her to make port with her tows? Will she have to drop her tows?

The weather finally moderated, and *SEA RANGER* approached to within eighteen miles of the entrance to lower Tokyo Bay.

The freighter *SS AMERICAN BEAR* had been giving us weather reports and acting as a contact with our agents while they were at the port of Yokohama. And again at Osaka.

As an aftermath to all the tensions regarding the *SEA RANGER*, the *AMERICAN BEAR* wound up in troubles of her own. She collided with a small Japanese freighter and cut it in two. They rescued the entire crew of the Japanese ship and made port themselves. They reported, however, that the Japanese ship did not sink, but both halves remained afloat, the section with the engines still turning in circles as the ship was abandoned so fast no one shut down the engines. It probably ran in circles until the fuel tanks were dry, meanwhile drifting without lights along in the current across shipping lanes.

Our radar blew a transformer while we were off Wake Island, so we didn't have the benefit of that instrument in our approach to Japan. Two days off the coast, in the dark current that drifts eastward along the south coast of Honshu, the radio direction finder also blew something. I changed all the tubes in it, but it still didn't work. Fortunately, good weather came upon us so we were able to use star fixes and sun lines in our approach to the coast.

The radio direction finder had been giving us variable errors of as much as nineteen degrees before it blew, so I don't think we missed much by not having it.

The currents in the area south of Japan are dominated by the Kuroshiro, a strong current similar to the Gulf Stream, which runs north and easterly along the contours of the Japan coast at a rate of five knots or so. Since our speed was five knots, we had to do some fine calculating to make progress across this stream to arrive at our intended destination. There is one spot where the charts indicate two undersea mountain peaks ranging from 6,000 to 9,000 feet from the sea floor. I expected that this would funnel the currents between them, and since this was directly on our route, was not too surprised to find ourselves spending twenty-four hours in the same spot in spite of the calm seas. We changed course to the westward to finally break free of this uncharted current.

Reading material on a long, slow

trip like this depended on the books put aboard by the American Merchant Marine Library Association, as well as paperbacks scrounged and traded along the way. I thought that if there were even one more Western aboard, I would expect someone to rig a saddle on a sawhorse for the helmsman to "ride" as he guides the ship. As it was, I noticed one of them mounted his stool by first placing one foot on a rung and swinging the other leg over.

Another trend in reading matter led to someone approaching the table to play solitaire or cribbage wearing a pleated shirt and a string tie, with a green eyeshade and black armbands. This was the first time I saw a deck of cards worn so thin that the numbers could be read from the back, if they weren't already worn nearly off.

As for the stories told in irregular session, some were quite interesting and well told, and covered many fields of experience. Jim Barkell, our second engineer, told of days on a halibut schooner ... of hours in wind and rain bent over the rail pulling in 100- to 150-pound halibut on hand lines. Hands cut and calloused and cold and wet in salt water. Then going below for six hours' rest in the steamy atmosphere of the fo'c's'le.

A picture of wet clothes hanging on lines strung between tiered bunks; of boots and oilskins and a galley stove cluttering up the confined area with smells of cooking and sweat and damp clothing. The rattle of pots and dishes and the clank of chain in the hawse pipe as the ship ceaselessly rose and fell and rolled in the seaway. Then back on deck for another six hours.

Or stories like the one "Frenchy" told of his grandfather, who had had a farm in the wilds of Quebec and thirteen children: "Grandpa was an inventor of sorts. One day, he called his children to watch as he flew from the bam roof on wings he had built. He crashed into the rockpile below and was pretty badly banged up. The kids took over the farm chores for the months the old man was laid up. Finally, Grandma complained of the lack

of meat on the table.

"Grandpa went out that night and the next day they had lamb roast. A few weeks later, another one.

"Then one night when Grandpa climbed the fence, he saw the glint of a steel bear trap his neighbor had placed near the fence. 'So, he thinks he is so smart,' says Grandpa. He proceeded to lower his pants and turned to spring the trap with one of nature's missiles, and did so.

"He had failed to consider, however, the length of the jaws of the trap. He hobbled home as best he could supporting the bear trap between his legs. It took Grandma, Momma, a fence rail and eight kids to spring him loose from his painful predicament.

Mount Fuji reared its snow-covered head above the hills to our left as we entered Tokyo Bay in late February. The *SEA RANGER* was about twenty miles south of us. The weather advisory said a storm was due to hit the Hachijo Jima area at two in the morning, and that was to be her port of refuge! We felt our way into Tokyo Bay through fog. As I mentioned, our radar and radio direction finder were both out, so it was a matter of steaming along on estimated distances until finally a hilltop broke through the fog. Other ships passed us outbound, and we would guess by their heading which lighthouse they had passed last. When we saw the hill, it was a matter of guesswork as to which hill it was. Finally, the fog lifted enough that I caught a glimpse of a lighthouse and got a fix. Then we steamed on past the signal station. The pilot came aboard just as the fog changed into rain.

The pilot brought word that we were to anchor for the night about three miles outside the breakwater. Mail and Immigration would be aboard in the morning. Just after he came aboard, the *MS TATEKAWA MARU* came rapidly out of a fog bank to our starboard and, ignoring our signals, crossed in front of us. This put us in the awkward position of either running into her or being run into again by our tows if we slowed

down. By some skillful maneuvering and answered prayers, we avoided both.

The barometer had been dropping all day. From 30.00 inches at midnight to 29.60 at 4:00 p.m. And still going down. At least both the *SEA RANGER* and ourselves were in a nearly safe haven from the expected storm.

The next morning at 8:45, the agent came aboard with mail, and once again the ship surrendered to the silence of introspection as each man curled into his individual shell to read his.

The agent also brought news that, instead of returning direct to the States, we were to return to Wake Island to pick up another pair of Liberty ships being brought out by the tug *SALVAGE CHIEF*. And, because of the weather, they wouldn't be taking our tows from us today. So we would be at anchor another night.

While anchored in Tokyo Bay, we encountered "bumboatmen," natives in small, unseaworthy craft who appear seemingly from nowhere around a vessel at anchor. They offer for sale everything from bead work and basketry to whiskey. Their liquor is sold under many guises, from plugged coconuts to refilled genuinely labeled bottles (usually counterfeit Johnny Walker labels), but all having the same result of getting two or three of the crew intoxicated enough to be noticed by the captain. His only method of discipline was to restrict the entire crew to the ship when we reached a pier as well as log the offenders for watches missed. Tokyo Bay was no exception.

As the day at anchor progressed, the wind picked up a bit more, pulling our tows out on their wires and, consequently, straining our anchors. We called for a tug to come out to either take one of them or to put a line on us and help ease the strain on our anchors, as we were steaming full ahead on our usable engine to merely hold our position with the anchor down. (Back near Iwo Jima, we had discovered a water leak in the other engine.)

We stood around in the cool winds checking the anchor bearings and watching the strain and waiting: A navy tug

came out to stand by us, but couldn't be given authorization to put a line aboard unless it became a matter of safety. Meanwhile, the agent and Harbor Control worked to get a commercial tug out to us.

Twice during the evening, we got reports of tugs underway to us, but after standing expectantly alert for an hour or so, we checked and found it to be another false alarm. About ten o'clock that night, the wind seemed to moderate a bit, so we released the navy tug to go stand by inside the breakwater.

Midnight brought a clear sky, and a wind that had shifted to north-northwest on a rising barometer. By one o'clock the wind had risen again to about thirty-two knots. RPMs on the engine were at ninety-five or so, and we seemed to be holding position while our charges strain at their respective leashes.

Finally, at 8:00 a.m., tugs came out and we spent the morning getting the wires and chains picked up from the bottom of the bay. The workmen had gone aboard the tows and, with burning torches, cut off the surge chains and let them drop. This would have been okay except that we were on anchor chain stretched out at full length and we had to drag some twenty tons of wire and chain out of mud and water a hundred feet deep and stretched some five to 1,500 feet astern of us. Besides, chain and wire, we brought up a tangle of fish nets.

At least the bitter cold wind of the previous night had died down, and the sun shone brightly. We finally got the end of one chain pulled up to the rail, and pulled the wire up to the end of the 1,000-foot pendant (two-inch wire). We then got a crane barge alongside to pick the chains up and away from us.

This proved very fortunate for us as our winch broke down at that time. I saw through binoculars that the two-inch wire from one pendant was wrapped around the chain so we would probably have been struggling with it for the next thirty-six hours.

Bidding farewell to our charges, we scooted up to Yokohama Harbor and tied up to a buoy. ☆

Secretary-General's Report



Captain Paul Owen
Acting Secretary-
General
www.ifsma.org

I took over as Secretary General (Acting) following Captain John Dickie's departure from IFSMA at the end of August. He remains as an Individual

Member so his expertise will not be lost. Recruitment of a replacement Secretary General has commenced, although he is unlikely to be appointed until the new year to allow for the Strategic Review to reach some conclusions on what is required from him.

During September the Carriage of Cargoes and Containers (CCC) IMO Sub-Committee was held. At this meeting the IFSMA team was ably assisted by Alan Graveson (Nautilus International), Morten Kviem (NMOA) and David Appleton (Nautilus International). Of particular interest was the subject of bauxite, which is leading to the loss of bulk carriers due to cargo liquefaction, and the carriage of containers. My report from this IMO Sub-Committee can be found on the IFSMA Website (Membership->IMO Reports).

Also during September the Executive Council met for four days, double the normal time, to additionally progress the Strategic Review. Items discussed under this heading included the declaration of correct membership numbers by member associations which continues to cause concern; the future organization and structure of IFSMA; and a review of the past AGA Resolutions for any outstanding actions and completion.

At the conclusion of the Executive Council meeting Sarah Kersch, of Decus Insurance Brokers, gave a presentation on their proposals for insurance cover for Shipmasters as well as for other crewmembers. Significant reductions in premium costs were mentioned for large numbers of insured persons.

The dates for the next Annual General Assembly in Istanbul have now been confirmed as Wednesday 25th and Thursday 26th May. Planning is now well underway and further information and the call for papers is expected to be issued by the end of the year. However, you do not need to wait, if you have an idea for a paper please contact the office at any time.

Amongst the subjects discussed at the Executive Council meeting in September were: IMO Maritime Ambassadors – it was agreed that information on this subject would be sent to all association presidents for feedback. Congratulations to Captain S. Kojima, Japan Captains Association President, who has been appointed as one of two IMO Maritime Ambassadors in Japan.

Cruise ship doctors and lack of specific training, our Deputy President was approached by a member of the International Maritime Health Association, he will follow this up.

'SOS Mediterranean', the current situation and possible solutions was discussed, including post-traumatic stress of crews and difficulties created with hundreds of refugees onboard.

IFSMA's Facebook page, this is updated regularly, with up to two hours a day spent on this task. Member Associations were asked to publicize the availability of this information facility. Between 12,000 and 13,000 people are being reached. One the most popular recent posts was

the announcement of individual member Ashok Mahapatra being promoted at IMO to Director, Maritime Safety Division. Congratulations to him.

IFSMA was represented by Deputy President Captain Willi Wittig at this year's World Maritime Day reception held at IMO on 24th September, an important annual event in the maritime world. The theme this year was 'Maritime Education and Training'. The day before this event Captain Wittig attended the Industry Lifeboat Group meeting held at the International Chamber of Shipping offices in London, this group is working towards safer lifeboat deployment systems.

More recent activities include an approach by USCG to participate in a study being conducted by the U.S. NTSB on the Coast Guard's Vessel Traffic Services Program. When the specific information arrives it will be passed to member associations to obtain opinions from VTS users.

We had a message from a Romanian association requesting assistance with pension calculations. We were able to assist through information provided by one of the executive councilors. Unfortunately, they do not appear to have any active shipmasters.

From AMSA we received a request to support their IMO paper on the proposed E-Nav S-Mode for the IMO NCSR Sub-Committee next March. The executive council agreed that we should support the paper by becoming a co-sponsor.

There was one incident during September of a master being jailed when drugs were discovered in a container just loaded onto his vessel in Puerto Bolivar, Ecuador. Captain Erik Umbrasko is a

Continued on next page >>>

IFSMA LOG

www.ifsma.org

Seafarers' Rights International Releases New Film On Criminalization Of Seafarers

September 9, 2015


Seafarers' Rights International (SRI) released a short, informative film commissioned by the International Transport Workers' Federation aimed at raising awareness of the risks of seafarers facing criminal charges as a consequence of their professional activities, and the actions they can take to protect themselves from unfair treatment.

The *Criminalization of Seafarers* film highlights recent high profile prosecutions of masters and crews following maritime casualties, and draws on the results of the 2012 survey of seafarers conducted by SRI on facing criminal charges. Importantly with reference to the Guidelines on Fair Treatment of Seafarers in the Event of a Maritime Accident, jointly adopted by the IMO and the ILO in 2006, the film explains what seafarers can expect by way of fair treatment when they are detained by public authorities following a maritime accident, and it informs seafarers where


they might get support and advice.

Deirdre Fitzpatrick, Executive Director of SRI commented "Despite the advances in safety in the industry, maritime casualties continue to happen and the consequences for seafarers are dire: their lives, liberty and professional certificates all being put at grave risk. The film highlights the fact that criminal-

ization is a daily risk that seafarers need to be aware of, and that all stakeholders need to be sensitized to the unfairness of any attempt to scapegoat seafarers caught up in such incidents".

Criminalization of Seafarers can be seen at seafarersrights.org/seafarers-subjects/criminal-law/. 

Secretary-General Report >>>Cont'd

member of our Latvian affiliate, and a delegate at our AGA held in Belgium in 2007. We were able to offer support for his predicament and, to cut a long story short, we are able to report that he was released from jail after a few weeks, between 10 September and 6 October, and repatriated. These incidents do not always end so well as this one. We have just published a link to a video *Criminalization and the Criminal Law* produced by Seafarer's Right International, which we recommend all Shipmasters should view, see the IFSMA Log area on our website. 

CHIRP: Your help is needed

Confidential Hazardous Incident Reporting Program

Captain John Rose

Global interest in the CHIRP Charitable Trust's Maritime programme continues to grow but the number of near miss / hazardous occurrence reports has not seen the same level of increase. We estimate there now are 200,000 people of 47 nationalities that read the safety lessons published in the quarterly issue of CHIRP's Maritime FEEDBACK.

What Do I Report?

- Safety-related incidents or events involving: yourself; your organization or your vessel; other people; your organization or organizations you deal with;
- Incidents/events can include errors, individual performance, regulatory aspects;
- Unsafe practices or design.

What Don't I Report?

- Incidents or events with no safety content;
- Issues involving conflicts of personalities;

- Industrial relations and/or terms and conditions of employment problems.

When Do I Report?

- When you are concerned and wish to protect your identity (please note that anonymous reports are not accepted);
- When you wish others to benefit from an important "Lesson Learned";
- When other reporting procedures are not appropriate or are not available;
- When you have exhausted company/regulatory reporting procedures without the issue having been addressed.

Please note that CHIRP has 100% success record in preserving the confidentiality of every reporter.

Your help to promote the work CHIRP Maritime and increase the safety lessons learned will be much appreciated and this can be achieved by entering information on this form reports and sending it either by:

- reports@chirp.co.uk
- www.chirp.co.uk/submit-a-report/online.

Ballast Water Management



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

Uncontrolled discharge of ballast water and sediment from ships transfers harmful aquatic

organisms and pathogens to different environments. Processes and procedures concerning ballast water management are currently being enforced to minimize introduction of such harmful aquatic organisms and pathogens. Transfer of alien aquatic species through ballast water threatens conservation and sustainable use of biological diversity.

Appropriate rules have to be observed on ballast water discharge to prevent the spread of non-indigenous and harmful aquatic organisms and pathogens. Although some countries have adopted legally binding provisions for local, regional or national application to minimize this risk through ships entering their ports, this issue, being of worldwide concern, needs globally applicable regulations and guidelines.

It is well known that many species of bacteria, plants, and animals can survive in a viable form in ballast water, even over months. Subsequent discharge of ballast water into distant waters introduces harmful aquatic organisms and pathogens that pose threat to indigenous human, animal and plant life, including marine environments. IMO and the World Health Organization (WHO) recognize ballast water as a medium for spreading of epidemic disease and bacteria. Guidelines have been developed to assist governments, appropriate authori-

ties, shipmasters, operators and Owners, etc., to minimize risk while protecting the ships' safety.

Every ship that carries ballast water should be provided with a ballast water management plan, specific to each ship, that describes safe and effective procedures to minimize transfer of harmful aquatic organisms and pathogens. Reception and treatment facilities should be made available for environmentally safe disposal of ballast tank sediments. If specific ballast water procedures and/or treatment options cannot be undertaken due to weather, sea conditions or operational impracticality, the master should report it to the port state authority before entering its territorial waters.

When taking on or discharging ballast water, dates, geographical locations, ship's tanks and cargo holds, ballast water temperature and salinity as well as the amount of ballast water loaded or discharged should be recorded. Location and suitable access points to sample ballast or sediment should be described. Port states should provide ships with details of their requirements concerning ballast water management, location and terms of use of alternative exchange zones, and other port contingency arrangements plus availability, location, capacities of and applicable fees relevant to reception facilities provided for safe disposal of ballast water.

Uptake of ballast water should be minimized or, where practicable, avoided in areas and situations identified by port state and in darkness when bottom-dwelling organisms may rise up in the water column, in very shallow water

or where propellers may stir up sediment. Where practical, routine cleaning of ballast tanks to remove sediments should be carried out mid-ocean or under controlled arrangements in port or dry dock, in accordance with provisions of the ship's ballast water management plan.

If necessary to take on and discharge ballast water in the same port to facilitate safe cargo operations, care should be taken to avoid unnecessary discharge of ballast water that has been taken up in another port.

Coastal organisms released in mid-ocean, and oceanic organisms released in coastal waters, do not generally survive. Where practical, ships should conduct ballast exchange in deep water, in open ocean and as far as possible away from shore, at least 200 nautical miles from shore.

When a flow-through method is employed in the open ocean by pumping ballast water into a tank or hold allowing the water to overflow, at least three times the tank volume should be pumped through the tank. Where neither form of open ocean exchange is practical, ballast exchange may be accepted by the port state in designated areas or other ballast exchange options should be approved by the port state. In cases where ballast exchange or other treatment options are not possible, ballast water may be retained in tanks or holds. If that is not possible, the ship should only discharge the minimum amount of ballast water in accordance with the port states' contingency strategies.

If reception facilities for ballast water

and/or sediments are provided by a port state, they should be utilized where appropriate. If suitable new and emergent treatments and technologies prove viable, these may substitute for, or be used in conjunction with, current options. Such treatments could include thermal methods, filtration, disinfection including ultraviolet light, and other such means acceptable to the port state.

Length of time during which ballast water is within an enclosed ballast tank may also be a factor to determine surviving organisms, because of absence of light, decreasing nutrients and oxygen, changes of salinity and other factors. The maximum length of survival of organisms in ballast water varies, and in many cases is not known. Water of an age of 100 days should be considered minimum to apply this consideration as ballast water and sediments may contain dinoflagellate cysts and other organisms capable of surviving for a much longer length of time.

It may be possible to determine if one or more target species are present in water of a specific port and have been ballasted in a ship. In such cases, receiving port state authority may invoke management measures accordingly. The ship may still be carrying many non-targeted species which, if released in new waters, could be potentially harmful.

In all cases, guidelines will be ineffective if compliance is dependent on operational measures that put a ship or its crew at risk. Port states should not require any action of the master which imperils lives of seafarers or safety of the ship. The master should be provided information relative to ballast water management and its potential effects with respect to harmful aquatic organisms and pathogens. Compliance monitoring should be done by port state to analyze ballast water and sediment samples to test for continued survival of harmful aquatic organisms and pathogens and minimize delays to ships when taking such samples.

The master has a general obligation to provide reasonable assistance for mon-

itoring, which may include provision of officers or crew, provision of ship's plans and records pertaining to ballast arrangements and details concerning location of sampling points. Port state authorities should indicate to the master the purpose for which a sample is taken. Results of analyses of samples should be made available to ship's operators on request. Port state authorities may sample and analyze ballast water and sediment before permitting a ship to

proceed to discharge its ballast water in environmentally sensitive locations and apply their contingency strategy if harmful aquatic organisms or pathogens are found. ☆

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

Spreading the word on ballast water management



IMO Press Briefing 14
April 27, 2015

Free online tools

An online learning portal including a free e-learning course on the Operational Aspects of Ballast Water Management (BWM) was launched 27 April 2015 by the GEF-UNDP-IMO GloBallast Partnerships Programme and the Global Industry Alliance (GIA).

The online tools have been developed by the GloBallast project, with financial support from the GIA to assist with the wider implementation of the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 (BWM Convention).

The learning portal is accessible free of charge through registering at globallastlearning.com. The portal gives access to an online resource library and to the e-learning course. It will also have the facility to host free webinars related to BWM in the near future.

The e-learning course on Operational Aspects of BWM is based on the GloBallast Advanced Training Course on Operational Aspects of BWM and is aimed at all stakeholders who will have to deal with operational aspects of ballast water management, such as Port State Control Officers (PSCOs), but also seafarers, and all crew on board a ship. The course contains four modules; Introduction, Operational Aspects, Survey and Certification, and Compliance Monitoring and Enforcement (CME). In each module, the user will explore the issue in the context of the objective of the module, discover key facts to build on the users existing knowledge on BWM and finally use carefully designed hypothetical scenarios to put this new knowledge into practice.

The learning portal also offers the opportunity to download the e-learning course for free so the user could use it offline at a later stage: a very useful option for seafarers who may not always have internet access on board ships.

The GIA is the unique public-private sector partnership developed by the GloBallast Project with the shipping and the shipbuilding industries to assist in identifying solutions to address some of the common challenges faced by the industry, including technological training and capacity-building challenges. 🌐



Membership Application

The Council of American Master Mariners, Inc.

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

Birthplace (city, state, country): _____ DOB: _____

	Home		Business	
Address				
City, State, Zip				
Email				
Phone	Land:	Cell:	Office:	Cell:

Present Occupation:

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

Present USCG License:

Type:	Limit:	Expiration:
Pilotage Endorsements:	Limits:	

Original USCG License:

Type:	Date Obtained:
Place/Institution obtained:	

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

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

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

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

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

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

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

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

Signature: _____ Date: _____
 Sponsored/Referred by: _____



Dedicated to supporting and strengthening the position of American Master Mariner

Join forces with America's Master Mariners

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

CAMM's issues are your issues

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

CAMM advances the professional profile of our industry

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

CAMM builds partnerships

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

Representation at IMO through IFSMA

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

CAMM is on your side

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

CAMM supports maritime education

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

Apply at www.mastermariner.org/membership



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



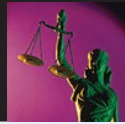
Captain R.J. Klein, right, with Captain Don Marcus (IOMM&P President) and Mr. Marshall Ainley (MEBA President) at the Maritime Industry Sail-in to Congress, 2015.



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



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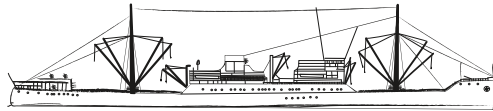
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