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Sidelights

December 2016 Vol. 46, № 5

Published by the Council of American Master Mariners, Inc.

2017 Joint IFSMA-CAMM Conference Protecting and Informing Ship Masters in the 21st Century



Problems with AIS

But I never got trained

Seattle PNW Maritime Person of the Year

Mission Statement

www.mastermariner.org

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



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- ◊ Cyber Security Incident Response and Continuity of Operations Planning
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Meetings dates and locations vary.

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Captain Joe Hartnett, President

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Edgewater, MD 21037-0400

Gulf Coast Region

MOBILE BAY

Captain Jerome "Rusty" Kilgore, President

251-490-2741

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Mailing Address: 8112 Ferrara Drive

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Captain Michael J. Mc Cright, President

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4620 Fairmont Pkwy, Suite 203
Pasadena, TX 77504

South Atlantic Region

PORT EVERGLADES / MIAMI

Captain Paul Coan, President

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Meetings at 1200, the 3rd Thursday of the month, except July and August. Galluppi, Pompano Beach Country Club, 1103 N. Federal Highway, Pompano Beach, FL.

TAMPA BAY

Captain Robert Holden, President

727-784-7595
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Meetings at 1130 on the 2nd Tuesday of each month, except July, August and September. Columbia Restaurant, 7th Ave. & 22nd St.

Mailing Address: 50 Baywood Ct,

Palm Harbor, FL 34683

North Pacific Region

SEATTLE / PACIFIC NORTHWEST

Captain R.J. Klein, President

425-746-6475
captklein@mastermariner.org

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

Mailing Address: PO Box 99392

Seattle, WA 98139

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Castle Rock, WA 98611

South Pacific Region

LOS ANGELES / LONG BEACH

Captain David Boatner, President

805-479-8461
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Meetings at 1200 on the 2nd Tuesday of each month, except August. Crowne Plaza Hotel, Beacon Room, 601 S Palos Verdes St., San Pedro, CA.

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set of 4 coasters, and pen



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In This Issue



ON THE COVER

Aerial photographs of Baltimore at night and Washington DC.

Photo Credit Baltimore: Visit Baltimore

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

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

PUBLICATION DEADLINES

Issue	Submission	Release
February	Jan. 22	Feb. 15
April*	March 5	April 1
June*	May 1	June 10
October	Sept. 1	Oct. 1
December	Nov. 1	Dec. 1

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

View From the Bridge

6

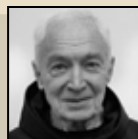
President Captain Jeff Cowan attends and reports on National Safety Advisory Council Meeting.



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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.



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

GREETINGS

I recently attended the USCG Navigation Safety Advisory Council meeting,

in St. Petersburg, Florida. November 2-3, 2016. Here is my take away.

NAVSAC- Waterways Analysis: A Management System Study for Atlantic and Gulf Coast Seacoast System

The Coast Guard is in the final stages of a Waterways Analysis and Management System Study (WAMs) for the Atlantic and Gulf Coast Seacoast System (AGSS). Running from the US/Canada border south to the US/Mexico border, the AGSS is an open water system used by mariners for coastal transit or entering port from an ocean voyage. The assessment is the first in a series of national-level reviews that are part of the Future of Navigation initiative, which seeks to improve service delivery for marine safety information, modernize the Coast guard's physical Aids-to-Navigation (ATON) system, incorporate Automatic Identification System ATON where appropriate, and improved communications with marine Transportation System (MTS) stakeholders.

The Coast Guard sponsored a survey which asked mariners what was required to navigate safely along the

East and Gulf Coasts. Although only 486 mariners responded during the four month comment period, the study uses AIS data analysis, user participation comments and identified characteristics and carriage requirements of common users to help define requirements for that system. The study involved 510 off shore or landfall ATON's from Canadian border with Maine to Mexico border with Texas. The study identified principle users of this aid system and level of service that would meet requirements for safe navigation.

The preliminary results of the study looks at required range for landfall lights, audible signals from of shore buoys, and the need for traffic buoys in ATON abundant areas. The study also looked at where incorporating electronic ATON, or AIS ATON, would be appropriate. The final results of the study should be published sometime next spring. These results will be incorporated with leveraging technology to improve overall costs of the system of physical ATON.

Task 15-05: Electronic Chart Systems

"The Radio Technical Commission for Maritime Services (RTCM) recently updated their performance standard for Electronic Chart Systems,

which was published in July 2015.... The Coast Guard developed interim policy that allowed the use of official Electronic Nautical Charts in lieu of paper charts." (From the Navigation Standards Division (CG-NAV-2) Office of Navigation Systems, USCG Washington DC.)

NAVSAC- Proposed Resolution: The Use of Ultra Low Sulfur Fuel Oil (ULSFO) and Its Negative Impacts on Navigation Safety

Most vessels that operate regularly in Emission Control Areas (ECA) have implemented changes to allow the engines to operate reliable using LSFO. Task-Provide comments and recommendations to the Coast Guard on safety measure that could be taken to mitigate the navigation safety risk that results from these instances. I find ULSFO is misnomer because 85-90% of ULSFO used are distillate fuel oil and should be so labeled (ULSDFO).

Task 16-02: Near Miss Reporting and processes for reporting, cataloging, and reviewing

Problem Statement "There are many times more near-misses than

actual accidents. Generally, there are no effective organized mechanisms to identify and analyze these incidents. The Coast Guard is seeking input from NAVSAC to help identify parameters and develop data structures to collect data on near-misses and examine those incidents to support safety management regimes.” (From the Navigation Standards Division (CG-NAV-2) Office of Navigation Systems, USCG Washington DC.)

Task: Given NVIC 01-16 and MERPAC’s resolutions, what are the necessary inputs for an ECS to be equivalent to paper charts?

Provide response to MERPACS training recommendations. Should CG allow vessels required to carry the Navigation Rules to do so electronically? (Note: NVIC is a Navigation and Vessel Inspection Circular issued by the

USCG and provides detailed guidance about the enforcement or compliance with a certain Federal marine safety regulations and Coast Guard marine safety programs. While NVIC’s are non-directive, meaning that they do not have the force of law, they are important “tools” for complying with the law.)

Special Note:

I cannot divulge discussions held during meeting. Can only share what CG has been approved for publication by the USCG. Therefore the abbreviated text.


Side note-

A presentation about NTSB findings and recommendations on Vessel Traffic Systems was originally scheduled but deferred until next meeting, April 2017.

CAMM – IFSMA Joint Conference 2017

Work is progressing on the Professional Development Conference

(PDC) to be held April 18-21, 2017 in conjunction with the International Federation of Ship Master Association (IFSMA) at MITAGS located in Linthicum Heights, Maryland. It is five minutes from BWI airport, 20 minutes from Baltimore, and one hour from Washington, DC. There is a “Call for Papers” in various venues with several submissions (see bottom of page). The theme of the PDC is: *Protecting and Informing Ship Masters in the 21st Century* and all that may entail

Steady as she goes,

 Captain Jeff Cowan

CALL for Papers for the 2017

Joint Conference of Council of American Master Mariners (CAMM) and International Federation of Ship Master Associations (IFSMA) Protecting and Informing Ship Masters in the 21st Century

Suggested sub-topic presentations under this banner:

- a. Today’s Master Mariner -- Interacting with IFSMA and CAMM to get the help and information needed to be successful, safe and secure.
- b. Today’s Master Mariner -- The environmental challenges/ requirements in the 21st Century.
- c. Today’s Master Mariner -- New Electronic Age: ECDIS, ARPA, communications, E-paperwork.
- d. Cyber threats to navigation, safety and cargo operations (theft, smuggling, pirate attacks, GPS vulnerability).
- e. Working with the IMO -- What’s in it for the Master Mariner?
- f. Where is the next generation of Master Mariners? Training, mentoring, fostering junior mates for advancement
- g. Protecting/Defending/Promoting our Cabotage Laws (The Jones Act, Cargo Preference, etc.)

SUBMISSIONS WILL BE ACCEPTED- UNTIL 31 DECEMBER 2016.
SEND SUBMISSIONS VIA EMAIL: CAPTCOWAN@MASTERMARINER.ORG

SELECTIONS MADE BY- 01 FEBRUARY 2017.
PRESENTATIONS SCHEDULED: CAMM 20 APRIL 2017; IFSMA 18-19 APRIL 2017

SECRETARY - TREASURER



Captain
Manny Aschemeyer
Camm National
Secretary-Treasurer
#1548-RU

Greetings, CAMM Shipmates

Dues Report:

The response to our Annual Appeal for 2017 CAMM Dues (which was mailed to you in

early October) has resulted in a better-than-expected response. As I write this report, we are approaching the Thanksgiving Holiday and I am pleased to note that nearly 54% of you have paid your 2017 dues. That is outstanding and we are grateful for your early action and support. More importantly, in response to our new campaign to ask for a donation in addition to dues – 15% of you have responded with additional contributions of \$25, \$50, \$75, and \$100. This includes many dues exempt Honorary and Life Members. Thank you.

Membership Report

Not as good as we would like. Despite efforts of a few proactive CAMM members who have successfully brought in several new members, CAMM's membership numbers continue to decline, mostly due to deaths. Please read the "In Search of New Members" article on page 9.

Financial report

FY 2016: Our 2016 fiscal year ended September 30th. We experi-

enced a yearend cash flow challenge but CAMM ended the year with all bills paid and money in the bank. Since taking over as CAMM's National Secretary and Treasurer (in 2014), I noted that CAMM has been experiencing a slight deficit spending over the last several years. This has resulted in a surplus, created by substantial cash donation received from a member in the early 2000's, being depleted. Having raised the annual dues from \$60 to \$75, we will see a balanced budget for CAMM moving forward. A detailed end-of-year (EOY) financial report was presented and approved by the Finance Committee. It was then reviewed and approved by the BoG.

FY 2017: A new budget for FY 2017 was submitted by the CAMM Finance Committee and the BoG. Said budget was reviewed and approved. I will be submitting a monthly and quarterly budget performance report to the Finance Committee and BoG to insure that we stay on track. Any active CAMM member wanting to see copies of the budget reports submissions please contact me by email or phone

2017 Joint CAMM/IFSMA Conference at MITAGS

Plan on attending the upcoming Joint CAMM/IFSMA Conference (April 17-22, 2017) at MITAGS in Maryland. Save the dates now. The theme of the conference is "CAMM & IFSMA – Protecting and Informing the Master

Mariner in the 21st Century." The planning committee is expecting a good turnout. See page 18-19 for additional conference information. Final details will be sent to all members for registration, sponsorships, and list of events.

As we go to press, we have received several Contributor Level sponsorships from our rank and file CAMM members, thank you. All will be recognized by name in the next addition of *Sidelights* and on the website.

Bring your spouse and or a guest. In addition to the conference and business meetings there will be several social outings during the week – including a dinner cruise, a traditional "Maryland Crab Feast" along with tours & luncheons for spouses and guests. The Closing Dinner on Friday night, with the presentation of the Lalonde Award will bring the conference to a fitting end.

So until next time, Smooth Sailin' ...

Captain Manny Aschemeyer



In search of New Members: CAMM Needs Your Help

Our CAMM membership has recently declined mainly due to deaths of our aging membership. CAMM's long term future as a sustainable and viable organization needs an infusion of new members. CAMM membership has dropped substantially since I became your national Secretary/Treasurer in 2014. If just half of our active CAMM members brought in one new member, we'd increase our roster by 50% - so please do your part by actively recruiting new people for CAMM. Reach out to active Masters, Deck Officers and Cadets that you know, have sailed with or who live nearby. Contact a maritime professionals working ashore in support

roles, or a Foreign Captain you know and invite them to join CAMM. Better yet, take them to a CAMM meeting.

With the recent changes in the Constitution to allow Licensed Deck Officers, Foreign Master Mariners, and Cadets to be Associate Members, we are well positioned for expanding the associate member category (Go to <http://www.mastermariner.org/about/const.html>, Article III, to see associate membership categories). There have been concerns expressed by some members about bringing non-master mariners into the CAMM ranks. Our Constitution limits the number of associate members so as

“not to exceed 20% ... of the regular membership”, our current level is only 6%. Therefore, Regular Members can never lose control of CAMM.

You may be attending gatherings over the holidays that will allow you to reach out and bring in a new member. CAMM's health depends on younger people being a part of our organization as our ancient mariners become less active. Direct them to the CAMM Website (www.mastermarine.org) and Facebook (www.facebook.com/council-americanmastermariners) Please do your part - sign up and sponsor a new member today. ☆

New Members

Welcome Aboard!

You now have all the benefits of CAMM membership!

- 3415-RU Captain **Donald R. Saca** of Las Vegas, NV
Sailing as **Master** with *Matson Navigation Company*
Sponsored by “New Member”: Captain Capt. Ryan W. Leo (CAMM # 3413-RU)
- 3416-RU Captain **Gerald W. Anderson** of Truckee, CA
Sailing as **Master** on M/V MAUNALEI (*Matson Line*)
Sponsored by: Captain Manny Aschemeyer, # 1548-RU
- 3417-RU Captain **Albert Michael Balister**, of Wierton, WV
Sailing as **Master** on M/V APL CORAL (APL)
Sponsored by: Capt. Michael Jessner, CAMM # 3396-S
- 3418-RP Captain **Charles W. Schopp** of Key Largo, FL
Sailing as **Ship Pilot** on S/S AMERICAN SPIRIT (Great Lakes)
Sponsored by: Captain Manny Aschemeyer, # 1548-RU
- 3419-S Captain **Thomas B. Stoots** of Virginia Beach, VA
Sailing with MSC as **Chief Mate** on USNS PULLER
Sponsored by: Captain Manny Aschemeyer, # 1548-RU
- 3420-A Captain **Thomas W. Snook** (USCG-Ret.) of Coral Gables, FL
Mediator/Arbitrator, self-employed
Sponsored by: Capt. Manny Aschemeyer, CAMM # 1548-RU

New Lifetime Members

Congratulations and thank you for your long and loyal support!

- 316-L (RU) Captain **S.J Kalafatides** of Athens, Greece
CAMM Member for over 57 Years (age 87)
- 3027-L (A) Captain **Archie McFaul** of Pittsburg, CA
CAMM Member for over 15 years (age 89)
- 1743-L (RP) Captain **Robert A. Moss** of Sequim, WA
CAMM Member for over 36 years (age 90)
- 1278-L (RU) Captain **Robert R. Roes** of Santa Barbara, CA
CAMM Member for over 20 years (age 88)
- 2477-L (A) Captain **Robert E. Rumney** of Virginia Beach, VA
CAMM Member for nearly 25 years (age 80)
- 1180-L (RU) Captain **Harold A. Vanderploeg** of Milltown, NJ
CAMM Member for over 41 years (age 82)
- 2348-L (RU) Captain **Paul M. Washburn** of Jacksonville, FL
CAMM Member for over 24 years (age 93)
- 2406 (RU) Capt. **Thomas F. Taylor** of Bradenton, FL
CAMM Member for over 1990 26 years (age 70)
- 3050 (RP) Capt. **Laurence B. Knapp**, CAMM #
CAMM Member for over (age 81)

Council Reports

Views and Positions Report

Captain Frank Zabrocky, #1964-RU

Positions Chairman

The New Orleans Chapter has proposed the following View or amendment to CAMM's posted View #01-2015:

All ISM procedural language requiring masters to route and/or report vital information affecting vessel safety (i.e. as required by USCG casualty form 2692) initially to and through company DPAs, be rescinded or modified to permit unhindered direct communication with the responsible MSO of the U. S. Coast Guard. The above was passed unanimously by the New Orleans Chapter at their meeting on 11/10/16 for adoption into an official position at the next AGM.

Background: The New Orleans Chapter has had significant interest in the sinking of El Faro. While much remains unknown about that sinking, chapter members were concerned that valuable time may have been lost while the master phoned his office and had to answer mundane questions to communicate with his Designated Person Ashore (DPA). If that call was an ISM prerequisite to notifying the Coast Guard, the chapter members are concerned that the time lost in such a situation could make a big difference to rescue personnel preparations, and therefore could be the difference between life and death for seafarers. The New Orleans Chapter wants CAMM's position to be that communication of information vital to vessel safety be made directly and immediately to the U. S. Coast Guard and should not be hindered by ISM requirements. This should make for an interesting discussion at our next AGM, especially considering that the

meeting will likely be attended by some international members of IFSMA.

Sidelights Report

Captain RJ Klein, Sidelights Editor

I took over as *Sidelights* Editor in June in 2016 after the departure of Tom Bradley. Fortunately for CAMM (and me), Davyne Bradley agreed to stay on

as the Design and Layout person. With a new editor and Davyne doing yeoman's work, *Sidelights* continued as a quality production and enabled us to continue publishing without missing an issue. Since 2004, Davyne had been working behind the scenes, first on the website and then *Sidelights* and she knew all the ins and outs of putting together our magazine. Whether it be in grammar, punctuation, photography, layout or design, she strives for perfection and it shows in the quality of *Sidelights*.

At the time she consented to work with CAMM, she informed me that she it would be temporary, as she had always planned to move on from *Sidelights* to pursue other interests. That time has come and Volume 46, No. 4 (October 2016) was her last issue. Besides *Sidelights*, we will miss her at our AGMs for her unselfish work in photographing our event and in setting up and running our sound and communication system. I want to personally thank Davyne for her



work on behalf of our organization and wish her well in her future endeavors. Thank You Davyne, you made my job easier by sharing your knowledge and lending support. Your work ethic and many skills will ensure success on your impending new voyage.

1st VP Report: Government & Public Relations

Captain Joe Hartnett, #2193-RP

The members of CAMM would like to congratulate Captain Jorge J. Viso (Tampa Bay Pilots) who has recently been elected as President of the American Pilots Association (APA). Captain Viso succeeds Captain Peter McIsaac (San Francisco Bar Pilots) who has been the Interim APA President since the unfortunate passing of Captain Micheal Watson. We will look forward to working with Captain Viso to address common concerns among vessel Masters and Pilots

2nd VP Report: Pilot Relations

Captain Pat Moloney #1829-RU

Report not available.

North Atlantic VP Report

Captain Frank Zabrocky, #1964-RU

Report not available.

New York Metro

Captain George Sandberg, #1919-RU

Chapter President

Report not available

Baltimore/Washington Report

Captain Joe Hartnett #2193-RP

Our chapter was eager to assist the 18 member crew of the 368ft asphalt tanker M/V Newlead Granadino when

we heard that the vessel was stranded in a Baltimore anchorage since September 20, 2016. The USCG held the vessel due to engineering deficiencies which would require approximately \$1million dollars to repair. The parent company was not financially prepared for the unexpected expenses, therefore, the crew was left to provide for themselves. Many maritime stakeholders within the port have donated items and food to the crew when they heard of their dire situation. Fortunately, the bank that holds the ships mortgage has intervned and the crew's situation has improved. We will continue to work with the local Seafarer centers as necessary to help provide for the crew during these difficult times.

Members of our chapter will be participating in the Christmas Shoebox Program once again this year. This program is sponsored by the Seafarers centers within the port and provides over 500 Christmas gifts to seafarers visiting the port. Whishing all a Merry Christmas

South Atlantic VP Report

Captain Liz Clark, #997-RU

Report not available.

Port Everglads/Miami

Captain Paul Coan, #3021-RU

Chapter President

Report not available.

Tampa Bay

Captain Ron Meiczinger, #1747-RU

Chapter Secretary

Report not available.

Gulf VP Report

Captain Michael Mc Cright, #2753-S

See Houston report.

Mobile Bay

Captain Jerome "Rusty" Kilgore

Chapter President.

Report not available.

New Orleans

CE Horace George, #3223-A

Chapter Secretary

The New Orleans Chapter held meetings on September 15th , October 13th

, and November 10th of this year at the Port Ministry Center of the Global Maritime Ministries. We meet at 1200 and usually have between 8 and 10 members in attendance. The meals were prepared and served by the volunteers who work with the Mission. There was no charge for the meal, but members are urged to make a donation to the Chapter and the Chapter then makes a donation to the Center. Our Host for the meetings was Rev Philip Vandercook who regularly reports on the Center's activities in the port.

Our speaker for September was Mr. Glen Jackson, a local resident and CAMM member, whose brother was lost in the EL FARO tragedy. He has made T.V. appearances, attended hearings and follows closely the investigation into the loss of the El FARO. He brought us up to date on the investigation from his view. Mr. Jackson was also at the November meeting with some additional information concerning the loss of the EL FARO, an important story of continuing interest for all of us!

At the November meeting we discuss the views and positions of our local CAMM

Chapter and how they compare to the National CAMM positions and views. This was done in preparation for the AGM so that the NOLA Chapter Representative can present the Chapter's opinion on the CAMM's Positions and Views. Additionally, a new "View" addressing concerns of how Masters are required by ISM procedures to report information affecting vessel safety. This View has been submitted to Positions Chairman, Captain Frank Zabrockey for review and action.

Our December 8th meeting will be our annual Christmas Party, which will be held at 1200 at The Red Maple restaurant on the West Bank of the Mississippi River. The address is 1036 Lafayette St, Gretna, La. We are expecting a good turn out.

Houston

Captain Michael Mc Cright, #2753-S

Chapter President

Captain Ed Carr was the speaker at CAMM's September meeting. Captain Carr is Vice-President and

Continued on next page



The VB 10,000 is a heavy-lift twin-gantry catamaran used to remove shallow water drill platforms in the Gulf of Mexico. The VB 10,000 is used in conjunction with the VersaCutter, a subsea steel cutting tool that can cut platform anchor pipes 15 feet below the mudline.

Council Reports>>> cont'd from page 11

General Manager at Mitsui O.S.K. Lines (MOL) Bulk Shipping, USA in Houston. He addressed the group using a power point presentation on Recent Trends in LNG Shipping. Those in attendance gained a better understanding of LNG shipping; from the types of containment systems used aboard ships, propulsion choices (steam turbine, tri-fuel diesel electric and slow speed diesel), fleet optimization, and ship design.

Captain Carr noted what many

operational equipment. The latter usually results in expensive change orders or modifications at a later date.

Our next meeting was held on October xx with guest speaker Mr. Judson Heartsill, Senior Marine Operations Manager for Shell International. He has a varied maritime background, including Senior Dynamic Positioning Operator (DPO) for Transocean, Ltd. Judson spoke to the group about the evolution of DPOs in the offshore industry. He noted that in the 1990s mariners tended a few consoles on oilrigs with no marine

to be had in the offshore drilling industry, and that those with both a third mate and DP certificate were in demand.

At the November 15 meeting, guest speaker Captain Ellen Warner gave an informative talk about maritime matters and the way forward. We were very pleased to have her speak, as she is an accomplished Master Mariner. Captain Warner is 1978 graduate of Texas Maritime Academy and spent 15 years at sea, the last three as Master. She left deep-sea sailing to become a Sabine Pilot in 1993. She

has the distinction of being the first female pilot in the State of Texas and was the second female to become a pilot in the United States. Today Captain Warner is one of less than twenty female pilots out of over 1000 pilots nationally



Launched in 2013, the MV Pioneering Spirit is the worlds largest construction ship, designed for the single-lift installation and removal of large oil and gas platforms. 1565' LOA, 407' Beam, 403,342 GT

CAMM members have experienced when dealing with new build and design, mainly that ship designers and builders have limited knowledge of how ships are actually operated. By not seeking input from trained mariners at the beginning of a project, they often install items that have no value to the ship's mission while failing to include or properly design necessary

license required. In the early 2000s, mariners with Dynamic Positioning Certificates were responsible for systems ship wide including ballast and crude oil but no marine license was required. It was not until 2012 that a marine license/certificate was required prior to obtaining a Dynamic Positioning Certificate. Mr. Heartsill explained that there were many jobs

South Pacific VP Report

Captain Klaus "Nick" Niem, #2167-RU

The possibility of establishing a CAMM chapter in Hawaii continues to be explored. Recruitment of Cadets from CMA to join CAMM will commence now that they can join CAMM without belonging to a Cadet Chapter.

Los Angeles/Long Beach

Captain Dave Boatner, #2162-RU Chapter President

San Francisco Bay Area

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

Report not available..

North Pacific VP Report

Captain Cal Hunziker, #2457_R

Report not available.

Columbia River

Captain Bill Good, #1924-RU

Chapter Secretary

Report not available.

Seattle PNW

Captain Doug Subcleff, #2329-RU

Chapter Secretary

Forty-three attended the Seattle Pacific Northwest Chapter's annual Recognition Day luncheon on October 13th held at McCormick & Schmick's restaurant, Lake Union, Seattle. This event, our largest meeting of the year, is CAMM Seattle's opportunity to recognize our Chapter's involvement in the community and also to honor the individual chosen to be our Maritime Person of the Year (See page xx for details of this meeting

A total of 17 attended our November 10th Chapter Meeting. Chapter Vice President, Captain Chuck Lund, gave a well-prepared slide presentation about the history of Matson Shipping. This meeting also featured seagoing reports from a couple of our members still actively sailing. Captain Kevin Coulombe spoke about the challenges of scheduling voyage maintenance with the reduction of hours in port. Captain Andy Smith spoke about the West Coast TAPS trade and the outlook for tanker terminals here in the Pacific Northwest.

Captain Georg Pedersen spoke about his recent trip to attend the Admiral of the Seas Award ceremony in New York. He described the very impressive acceptance speech given by one of the honorees: MM&P President, Captain Donald Marcus.

Our next meeting will be December 8th at McCormick & Schmicks. On the agenda will be a Year End review and a seasonal Holiday celebration, arranged by our Chapter Treasurer, Captain Donald Moore. ☆

CROSS'D THE FINAL BAR

CAPTAIN EDWARD M. EVANS (# 385-L),

Captain Edward M. Evans (# 385-L), 94, of Forest, VA crossed the final bar on Friday, June 19, 2015 – as reported last month by his wife of 51 years, Carmen Evans. He had been a member of CAMM for nearly 50 years; and at one time was affiliated with the Baltimore/Washington CAMM Chapter. Carmen stated that Capt. Evans had been a loving husband, father, grandfather, brother, uncle and friend. In addition to his wife, he left behind two daughters and three grandchildren. He is also survived by two sisters, a brother, and many extended family and friends. Captain Ed retired after 44 years at sea as a Licensed Master Mariner in command of various ships within the U.S. Merchant Marine. He lived his dream to become a “sea captain”; and then he “dropped anchor” on his beloved Holding Ground Farm (300+ acres of prime farm land, which he and wife Carmen leased out to local farmers to use productively). Capt. Ed attended both Morgan's Church in Moneta and St. Thomas More Catholic Church in Lynchburg -- and he as an active parishioner at both. He was laid to rest at Virginia Memorial Park in Forest, VA.

CAPT. BURNETT GREEN (1360-RU)

Capt. Burnett Green (1360-RU) Cross'd on 9/2/16. He was “86”, and was living in Petaluma, CA at the time. He had been a member of CAMM for nearly 40 years and at one time was affiliated with the CAMM Chapter in Sam Francisco. No other particulars are available about his passing.

CAPTAIN LAWRENCE E. INGRAHAM (1150-RU)

Captain Lawrence E. Ingraham (1150-RU) Cross'd the Final Bar on April 8th, 2016. He was 89 when he passed. He was a resident of Benicia, CA and a MM&P Pensioner since 1987. He last sailed for American President Lines (APL) aboard the S.S. President Madison. He had once been an active member with the CAMM Chapter in San Francisco. No other particulars are available about his passing.

May God rest the souls of these -- our departed CAMM shipmates -- forevermore....

Human Rights and Dynamic Humanism

Winston P. Nagan, John A.C. Cartner and Robert J. Munro collaborated on a book that emphasizes a forgotten aspect of human rights, i.e., to establish that human rights captures its meaning from human activism and advocacy. They explore factors which drive the advocacy, integrating religious values reflected in human rights

law. They discuss human rights activism in the history of ideas and the contributions of Celtic culture. It explores affect, gender, and sexual orientation, human rights and socio-economic justice, human rights and revolution, transitional justice, indigenous human rights, and more. Available at <http://www.brill.com/products> ☆

Seattle Pacific Northwest Chapter of CAMM Gives \$10,000 to YMTA

On 1 September 2016 the Seattle Pacific Northwest Chapter of the Council of American Master Mariners held the 9th Annual Bob Magee Memorial Golf Tournament at Mt. Si Golf Course in Snoqualmie, WA. All profits from this event are given to Youth Maritime Training Activities (YMTA - www.ymta.net), a program within Puget Sound Maritime (PSM).

This year the weather was most cooperative as 64 golfers teed off under partly sunny skies and temperatures in the mid-fifties. Heavy rains did not arrive until after the last foursome was off the course and all were enjoying drinks and meal. We were honored to have Kate Houston, Bob Magee's daughter as one of the players on the TOTE team. Last year, Ms. Jackie Moore scored a hole-in-one on her first shot of the day to win the \$5,000 prize. She missed wide right this year but did manage to win the women's longest drive contest. Also of



Volunteers left to right: Captain Chuck Lund, Captain RJ Klein, Ms. Pat Hartle, Ms. Amy Subcleff and Ms. Rachael Schrewsbury.



Winners left to right: Lee Fosse, Del Kelly, Barney Dotson and Gary Loncon



Mt. Si Golf Course in Snoqualmie, WA.

note was the winner of the putting contest, Mr. Diego Rondon-Ichikawa. Diego had only taken up golf a month before the tournament but managed to walk away with a handsome monogrammed persimmon putter. The winning foursome was lead by Captain Del Kelly, along with Captains Scott Anderson, Lee Fosse and Gary Loncon with a score of 61 on the par 72 course.

Before lunch was served at the October 13th meeting of the Seattle PNW Chapter, Chapter President, Captain RJ Klein introduced Mr. Frank Immel, President of Puget Sound Maritime. With 43 people in attendance, many of whom were golfers or sponsors, Frank was presented with a check for \$10,000 for the YMTA program. From this donation a \$5,000 scholarship is awarded to the YMTA scholarship winner in the name of the CAMM Seattle PNW Chapter. The remainder of the funds are used for operating expenses of YMTA. Since its inception in 2008, over 600 golfers have participated in the tournament and CAMM Seattle has donated over \$65,000 to YMTA.

A Conference and an Observance



by Father
Sinclair Oubre
CAMM Chaplain
#3220-A

Since my last column, a major international conference on seafarer rights was hosted in

London, and a 50th anniversary observation was hosted in memory of one of our US-flagged tankers.

from the sea, or deal with hundreds of desperate refugees. (See: <https://www.youtube.com/watch?v=3BPpwH52Umc>) The second presentation I want to call your attention to was by Mr. Kuba Szymanski of InterManager. He stressed that authorities should “stop criminalizing us” in relation to the increasing trend to criminalize seafarers for their actions, and also noted that “99% of the shipping industry is not bad, it is excellent.” He also chided, and rightfully so, those from my own seafarer welfare community, who often portray the mariner as a poor person from a developing country, who is not paid for his work, and needs the port chaplain to provide him with a woolly cap, and care for his needs when he is in port. Instead, Mr. Szymanski correctly points out the good wages and benefits that make seafaring a leading wage-earning job in many nations.

An Observance

On Monday, October 24, 2016, the Houston Chapter of the Council of American Master Mariners joined with the Port Arthur International Seafarers’ Center and the Apostleship of the Sea - Diocese of Beaumont to honor and call attention to the 50th anniversary of the explosion, fire, and sinking of the S/S Gulfstag. This vessel sailed from Port Arthur’s Gulf Refinery dock on the evening of October 23, 1966. Sailing south of Morgan City, Louisiana, a massive gasoline explosion occurred in her pump-room at 0300 on October 24, 1966. The

explosion and fire killed eight crewmembers. The day offered an opportunity to reflect on the event, how regulations have changed in response to the accident, modern ship vetting, and safety, as well as, the need to assist mariners after such events. The day was also a time of closure for crewmembers, and the family and friends of those who had perished. Capt. Larry LaRue and Third Mate Peter Wurschey shared their reflections of that day. The daughter of Chief Steward Charlie Pernell, the son of Pantryman Joseph Thomas, and the niece and nephew of Chief Engineer Irvin Chatagnier shared their memo-

Mr. Szymanski correctly points out the good wages and benefits that make seafaring a leading wage-earning job in many nations.

ries. They all expressed a sense of closure, since they had never been able to have funerals, or places at the cemetery to visit their loved ones. The day ended with a permanent memorial being placed at the Port Arthur International Seafarers’ Center in honor of the crew of the S/S Gulfstag. A DVD has been produced that captures all the presentations and comments. For a copy, contact me at froubre@mastermariner.org ☆.



Lalonde *"Spirit of the Seas"* Award Nomination Form

Nominee:

Name: _____

CAMM ID: _____ Chapter Affiliation: _____

List the reasons you feel the nominee best embodies and exemplifies the spirit of the above ideals.
Use extra paper if necessary.

Humanitarianism: _____

Professionalism: _____

Seamanship: _____

Life-time achievement (s): _____

Noteworthy accomplishment (s): _____

Contributions to the Maritime industry: _____

"Spirit of the Seas" in their everyday life: _____

Nominated By:

Name: _____

CAMM ID: _____ Chapter Affiliation: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ Email: _____

Signature: _____ Date _____

Lalonde Spirit of the Seas Award



by Captain
Pat Moloney
#1829-RU

tunity to recognize an accomplishment of one of our peers who made the right decisions when circumstances put a challenge in the way.

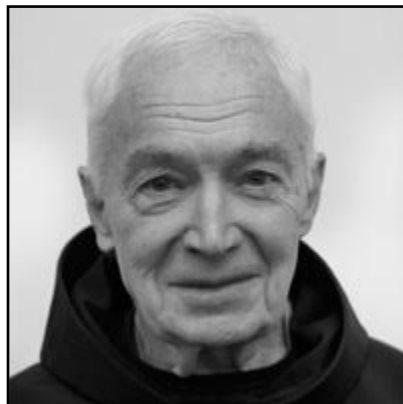
We can't all be like Chesley Sullenberger and have that opportunity to excel publically, but we have all had our steel tempered in some fashion before we were trusted with our first commands. The lucky ones never had to make the extraordinary choices Sully did, but most of us had something(s) come our way that did make us act decisively to respond to or prevent a career or life altering event.

Chances are that event happened afloat – that's where all our great sea stories come from; but it could have been ashore in a way that reaches beyond our immediate presence to help our fellow shipmasters. It's time to look around at your shipmates in CAMM and spotlight someone whose accomplishments YOU recognize as standing out.

As you think about the issue, consider the man the award is named for:

Father Maurice Lalonde was born in New York in 1923. During WW II he attended the NY State Maritime Academy, graduating in 1944, then

It is serving in the US Navy for two and once again a half years. In 1946 he entered a Franciscan seminary, taking vows in 1949 and ordained as a priest in 1954. In 1956 he became a missionary in Bolivia, serving indigenous people in the high altitudes of the Andes Spirit of the Seas Award. Fifteen years of service there so damaged his lungs he had to return to sea level and he came



Father Lalonde

back Stateside in 1971. In 1974 he was given permission to enter the Apostolate of the Sea and returned to his maritime roots.

For the next 17 years he shipped out in the US Merchant Marine, rising to command and donating his salary to his Franciscan Order. He retired from the sea in 1992, returning to pastoral work in New York and Oklahoma. In 1999 he received the Spirit of the Seas Award from CAMM, which now bears his name. He retired from active ministry in 2009 and passed away in 2013; A tough act to follow!

While we may not compete with Captains Sully and Lalonde, we can recognize the actions of our CAMM shipmates in the areas of humanitarianism, professionalism, seamanship, life-time achievement, noteworthy accomplishment, contributions to the maritime industry and/or Spirit of the Seas in their lives.

Nomination forms are to be found on the CAMM website (www.mastermariner.org) and in this issue of SIDELIGHTS. Nominees must be a member of CAMM, living (in good standing) or deceased, and nominated by a member in good standing. Nominations should be submitted to the Lalonde Committee Chair, Capt Pat Moloney at mmrpat@earthlink.net, 1260 Searchlite Court, Reno NV 89503 or call if any questions (415.215.9226). Nominations must be submitted/postmarked by Jan. 15, 2017.

☆

Apostleship of the Sea - United States of America

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



Please contact us if you are interested in becoming an AOS-USA member!

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Annual General Assembly IFSMA Papers

Tuesday, April 18 & Wednesday, April 19

Professional Development Conference Annual General Meeting

Thursday, April 20 & Friday, April 21

2017 Joint IFSMA-CAMM Conference

Protecting and Informing Ship Masters in the 21st Century

Baltimore, Maryland, USA • April 17-21, 2017

Speakers Presentations from the industry and governmental agencies.

Business Meeting Members of their respective organization discuss positions and proposals moving the organization forward.
Meetings are open to all as observers.

Monday, April 17

Golf Outing
Welcome Reception

Tuesday, April 18

IFSMA Papers and AGA

Wednesday, April 19

IFSMA Papers and AGA

Thursday, April 21

CAMM Professional
Development Conference

Friday, April 22

CAMM General Business Meeting
IFSMA-CAMM Banquet Dinner

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Event Chair

Event Chairperson:
Captain Jeff Cowan
captcowan@mastermariner.org

Sponsorship Opportunities

Please see page 6.



www.mastermariner.org

Thank You to our Sponsors

Commodore:



Master Mariner:



Staff Captain:



Sponsorships Available for 2017 Joint CAMM – IFSMA Conference

The Following Sponsorships Include:

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

Blue Riband - \$10,000

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

America's Cup - \$5,000

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

Commodore - \$3,000

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

Master Mariner - \$1000

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

Staff Captain - \$500

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

Additional Sponsorships

These Sponsorships include:

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

Social Event Sponsor - \$2,000

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

Luncheon Breaks- \$750/break

- Namecard & logo at sponsored set-up
- 4 sponsorships available

Coffee Breaks- \$250/break

- Namecard and logo at sponsored set-up
- 8 sponsorships available

Contributor

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

Welcome Kit Items

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

Problems encountered with Automatic Identification System (AIS) for lawyers and insurers

"It is on men that safety at sea depends and they cannot make a greater mistake than to suppose that machines can do all their work for them"
(Justice Cairns, English Admiralty Court, 1967)



By Captain
Nathan Mills

Introduction

When I am asked to provide consultation and expert opinion on collision cases, I find that there is a continual over-reliance and operator error when navigating officers are using AIS.

The Automatic Identification System (AIS) is a tracking and identification system used by ships and by vessel traffic services (VTS). It identifies and locates vessels by electronically exchanging data with other nearby ships and AIS base stations.

The Satellite-AIS (S-AIS) is simply when designated AIS satellites are used to detect AIS signatures from ships.

The aim of AIS is to enhance: safety of life at sea, the safety and efficiency of navigation, and the protection of the marine environment. SOLAS regulation V/19 requires that AIS data be exchanged from ship-to-ship and with shore-based facilities. The main purpose of AIS is to identify ships and assist in target tracking.

The AIS transceiver sends a stream of static and dynamic data at various time intervals. The time intervals are dependent on the class of transceiver, content and nature of data.

These include but are not limited to:

- Maritime Mobile Service Identity (MMSI) – a nine-digit identification number
- Navigational status – at anchor, aground, under way, not under command etc.
- CPA (closest point of approach)
- TCPA (time to closest point of approach)
- Rate of turn
- Speed
- Position
- Course over ground
- True heading
- True bearing at own position
- Time
- IMO ship identification number
- Radio call sign
- Name of ship
- Type of ship/cargo
- Dimensions of ship
- Location of positioning systems
- Type of positioning system – such as GPS
- Draught of ship
- Destination
- ETA

Ships fitted with AIS are tracked by AIS base stations, which are located along coastlines. Additionally, S-AIS tracks ships by satellites that are fitted with special decoding receivers that can handle a large number of signatures over a large footprint. Generally, the effective range of AIS data is somewhere between 12 and 30 miles. Base stations have an effective

range of 40mm and S-AIS can collect data from a 3000-mile footprint.

The AIS data is normally displayed on the ECDIS as contributing navigational information in a similar way to the radar information. There are two (2) types of AIS transceiver, Class A and Class B. The Class 'A' transceivers are aimed at the commercial market and the Class 'B' is aimed at the lighter commercial and leisure markets.

Disadvantages of AIS

The default setting on AIS transceivers with regard to speed is, 'Speed Over the Ground' (SOG) and is derived from the GPS. However, it has been noted by many Masters that if the GPS loses its signal the AIS unit will default to the Doppler log (water speed). It has even been reported that if the Doppler log engages ground tracking mode the AIS will default to Doppler automatically and drop the GPS SOG.

The data information that is broadcast must include a time stamp in order to provide accurate 'real-time' information. Processing times for AIS are often in milliseconds and consequently there is a small latency in the system. When using S-AIS, there is a processing time for the satellite to upload the AIS data from its footprint, which may consist of thousands of ships. The data is then stored on board the satellite and downloaded once a ground earth station is detected. From the ground earth station the data is transmitted to a central data process-



ing centre. Finally, that data is processed into messages and time stamped accordingly. Therefore, the latency within a S-AIS is greatly more and thus using S-AIS to compute speed and performance disputes can be fraught with challenges as there are multiple steps to check to ensure that charter party service speeds are accurate.

AIS Satellites can take up to 3 hours to report the position of a ship. So what happens when an AIS target is lost and more importantly how long will it remain on the screen? When a message is received from a ship, it creates a 'dot' or symbol on the user's screen. When a new message is received, the old dot is removed and a new dot is placed in the new position. When a ship is not heard from, the AIS display will keep the old dot on the screen for periods of whatever the system has been configured for. Eventually, the dot will disappear...but obviously not the ship...hopefully! It should be noted that if the dot has not moved this does not mean that the ship has not moved; perhaps the signal has been lost or the AIS has been turned off!

It has often been the case that the information transmitted by AIS has been incorrect. VTS operators estimate that over 60 percent of messages are incorrect. 'Garbage In, Garbage Out' (GIGO) is therefore appropriate. Furthermore, the pronunciation of maritime vocabulary is different among certain languages, which means that spelling is often wrong.

Anti-collision manoeuvres have been based on assumptions that the AIS information is correct. Such assumptions include port of destination, course, speed, draught, etc. Navigating officers making collision avoidance decisions on AIS information such as assuming a ship will alter to port for a nearby port, when in fact the intention is for the other ship to continue along its merry way has resulted in collisions and many close quarters situations. The Collision Regulations may be ignored in favour of the information displayed on the AIS and subsequent

alterations are based on assumptions.

It is incorrectly assumed that the majority, if not all, of maritime traffic including small boats, yachts and light commercial traffic will carry an AIS transceiver. However, other areas in the world may not have the financial means or may not be able to obtain an AIS transceiver, such as local fishing boats. It is also often reported that poorly sited antennas or damaged antennas can reduce the effectiveness of the signals.

It is clear within the regulations that the AIS may be switched off under certain conditions on the Master's profes-

It has often been the case that information transmitted by AIS has been incorrect. VTS operators estimate that over 60 percent of messages are incorrect.

sional judgement. Therefore over-reliance on the AIS combined with 'ECDIS screen fixation' can lead to collision and close-quarters situations developing. It is a common occurrence with military ships and ships transiting areas of piracy to switch off the AIS.

VHF conversations have commonly been the cause of collisions. AIS is supposed to reduce VHF chatter, however, as more ships are readily identifiable the VHF traffic has increased (talking for the sake of talking). This in turn, particularly in extremely dense traffic situations, has caused ships communicating to agree on certain alterations without taking into account third party ships that may also be affected by such agreements. While one-on-one collision situations may be resolved this way (although I do not recommend VHF to resolve collision situations personally), situations where there are 3 or more other ships, particularly in combination with 'assumed' port destinations, may find personal agreements to their

detriment. Just because a ship's name and other 'interesting' data are available does not necessitate a VHF conversation and the navigating officer should adhere to the collision regulations.

The data information provided by ECDIS can be overwhelming and saturate the screen. Add in the AIS information and the AIS vectors on the radar and it is easy to see how the OOW can be over-loaded. In my opinion, the navigating officer now has a toolbox of electronic gizmos that may be played out as an electronic 'arcade game' of navigation. There can be a loss of reality whereby the computer screen sucks the navigating officer in and away from the windows and the set of binoculars. The name of a vessel, port of destination, cargo, draught, ETA and dimensions are really not that important in most cases and are of mindless fascination only.

There may also be a loss of visual aspect, whereby the navigating officer loses the ability to determine the actual aspect of the vessel and instead concentrates entirely on the course over the ground to determine collision avoidance manoeuvres. The basic navigational importance of set and drift becomes lost amongst the clutter of true and/or relative vectors and AIS and ECDIS data information over-load. Over-reliance on the gyroscopic (compass) data from the transmitting vessel is not backed up by visually checking the actual aspect of the other vessel.

The AIS data when selected in such a fashion can overlay its own vectors onto the radar target in conjunction with the ARPA vectors. So now we have two vectors (ARPA being the other one) on one target. Which vector is which? In confined and heavy traffic we all know that the number of targets acquired can lead to ARPA vector swap. So, if the vector left on the target is AIS after ARPA vector swap has taken

Continued on page 22

Strange story of the SS Warimoo



The passenger steamer SS Warrimoo was quietly knifing its way through the waters of the mid-Pacific on its way from Vancouver to Australia. The navigator had just finished working out a star fix and brought the results to Captain John Phillips. The Warrimoo's position was Lat. 0° 31' N and Long 179° 30' W and the date was 30 December 1899. First Mate noted that they were only a few miles from the intersection of the Equator and the International Date Line.

Captain Phillips was prankish enough to take full advantage of the opportunity for achieving the navigational freak of a lifetime. Captain John Phillips called his navigators to the bridge to check and double check the ship's position. He changed course slightly so as to bear directly for his mark. Then, he adjusted the engine speed. The calm weather and clear night worked in his favour. At midnight, the Warrimoo lay on the Equator at exactly the point where it crossed the International Date Line.

The consequences of this bizarre position were many. The forward part of the ship was in the Southern Hemisphere and the middle of summer and the stern was in the Northern Hemisphere and in the middle of winter. The date in the aft part of the ship was 31 December 1899 and forward it was 1 January 1900. This ship was not only in two different days, two different months, two different hemispheres, two different seasons and two different years but in two different centuries - all at the same time!



COMPANY OF
MASTER MARINERS
OF AUSTRALIA

Editor's Note: This Navigational anomaly has been reported from several sources, it was forwarded to Sidelights by a CAMM member, from a 2014 story from the Company of Master Mariners of Australia.

Problem with AIS Cont'd >>>from page 21

place and the AIS information transmitted is wrong, then "Houston we have a problem." Furthermore, which vector do we believe with regard to the collision information? Basing collision information on AIS data is foolhardy as the radar stabilization and differing motion modes may trick the navigating officer in not being able to differentiate and calculate important factors such as set and drift and speed over the ground or speed through the water.

The AIS does not replace radar. The use of the AIS CPA (closest point of approach) function has in some circumstances fully replaced the ARPA CPA function. The navigating officer may instead use the AIS CPA to determine collision avoidance. The targets specific unique data from their own instrumentation is transferred and replicated on to the other vessel's radar. As unique navigational settings and actual equipment manufacturers are normally different, again the acronym of Garbage In, Gospel Out (GIGO) may be appropriate.

USCG Fines

Failure to adhere to the IMO guidelines for AIS in U.S. waters may result in civil penalties not exceeding \$25,000. The US Coast Guard reports that making a false distress call is a felony with a maximum penalty of six years' imprisonment, a \$10,000 civil fine, a \$250,000 criminal fine and reimbursement to the Coast Guard for expenses related to search operations. While AIS provides a valuable tool for the navigating officer, over-reliance, GIGO and incorrect use can and do result in collisions. ☆

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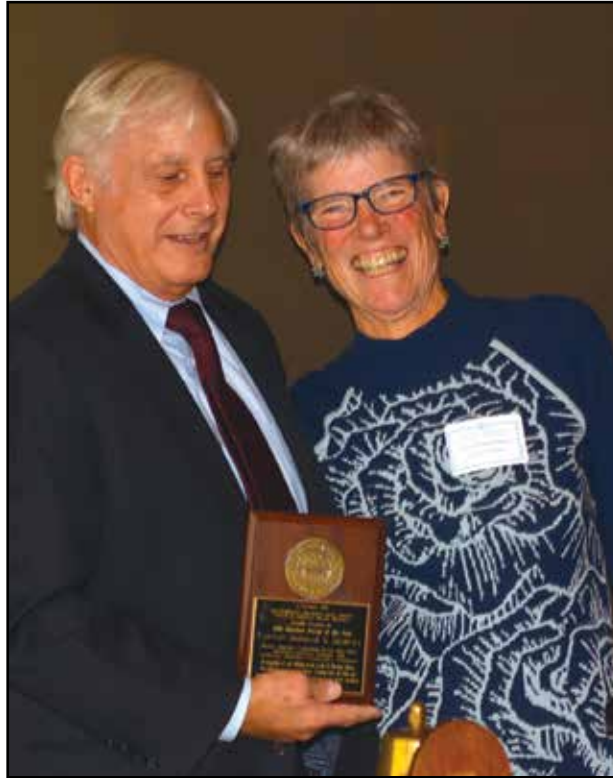


Captain Deborah Dempsey CAMM Seattle Chapter's Maritime Person of the Year

After lunch at the November meeting of the Seattle PNW Chapter meeting, Captain Klein introduced Captain Deborah Dempsey as CAMM Seattle's 2016 Maritime Person of the Year. Recently retired Captain Dempsey spent over 20 years as a Columbia River Bar Pilot. Her distinguished maritime career included many historical firsts.

Captain Dempsey is the first female to graduate from a U.S. maritime or military academy. She is the first American woman to be licensed as a Master Mariner and to command a cargo ship on international voyages, the first woman to become a Columbia River Bar Pilot and the first female regular member of the Council of American Master Mariners.

Captain Dempsey was the only woman among nine ship captains to earn the U.S. Navy's Meritorious Public Service Award during the Persian Gulf War. In January 1993, she rescued a dead ship (M/V LYRA) that had broken away from its tow and was drifting onto North Carolina's Frying Pan Shoals. As a result of this daring deed, Captain Dempsey and her crew received the United Seaman's Service AOTOS Honored Seamen Award, The Seaman's Church Institute Lifesaving Award, and the American Merchant Mariner's Ship Trophy and



"In recognition of your lifelong service in the U.S. Merchant Marine. Your illustrious career as Ship Master, Columbia river Bar Pilot, and Mentor to local youth brings Honor and Prestige to the Pacific Northwest Maritime Community.»

received a letter of commendation from President Clinton. While a Columbia River Bar Pilot,



Past Honorees: Left to Right: Father Tony Haycock - Catholick Seaman's Club, Captain Peter Chelemdos - WWII Veteran and Maritime author, Captain Dempsey, Pat Hartle - Maritime Heritage Champion, Capta Jack Cox - CEO Black Ball Ferry Line, Captain Don Moore - CAMM Seattle Chapter founder & Elite Master Mariner

Captain Dempsey survived a harrowing tumble into darkness and the Pacific Ocean. This happened shortly after 0141 on March 5th 2012, while trying to transfer back to the pilot vessel Chinook after leaving an outbound grain ship. Fortunately, she was quickly rescued by the crew of the Chinook, though it must have felt like a lifetime for Captain Dempsey being in the icy waters of the North Pacific.

In a 1989 interview with the New Orleans Times-Picayune, Captain Dempsey said she took more pride for having pursued her goals and having earned the respect of her crew and peers by steadily paying her dues than for being know as the first female deep sea captain. After officially retiring from the Columbia River Bar Pilots earlier this year, Captain Dempsey has immersed her-

self in the Bellingham Community Boating Center, a non-profit of which she was a founding director in 2006. Her passion lies in teaching others how to recreate safely on the water.

Captain Dempsey was very gracious and humble in her acceptance speech and showed great enthusiasm when she told everyone, "I never thought I did anything special, I followed my passion." ☆



PacIOOS

PACIFIC ISLANDS OCEAN OBSERVING SYSTEM

Ocean Observations to Empower Pacific Islanders

By Fiona Langenberger, Communications and Program Coordinator, and Melissa Iwamoto, Director, Pacific Islands Ocean Observing System

Those who call the Pacific Islands home are uniquely tied to the ocean: culturally, socially, and economically. Spanning across six time zones, the U.S. affiliated Pacific Islands region covers an area of approximately 4.5 million miles with more than 2,300 individual islands. One thousand five hundred miles of coastline constitute a unique and diverse nearshore and pelagic marine environment that supports cultural practices, livelihoods, and lifestyles. The Pacific Ocean is the foundation for the multi-billion-dollar tourism industry, offering pristine beaches in a tropical climate with countless opportunities to explore the coastlines and nearshore waters. Commercial and local subsistence fishers alike rely on the ocean as their primary source of income, exposing themselves to the elements on a daily basis. The ocean also serves as one of the primary modes for transportation between islands, states, and countries with ships ranging in size from canoes to large international container vessels. Harbors in Honolulu (Hawai'i), Apra (Guam), Pago Pago (American Samoa), or Majuro (Marshall Islands) might not compete in size with some U.S. mainland ports, but they are central hubs in the Pacific vital to local and national economies. The Pacific Islands Ocean Observing System (PacIOOS) was established

in 2007 to provide accurate and reliable coastal and ocean information to ensure safety, support economic drivers, and protect the environment. PacIOOS is one of eleven regional associations within the U.S. Integrated

diverse sets of ocean information. PacIOOS collects real-time observations of waves, surface currents, and water quality for the Pacific Islands region. The program also generates an array of coastal, oceanic, and atmo-



PacIOOS' region spans across the U.S. Pacific Islands.

PHOTO COURTESY PACIOOS.

Ocean Observing System (IOOS®). Each region faces different challenges, and observations are tailored to address local needs. From the Arctic's Northwest Passage crossing in Alaska to harmful algal blooms in the Gulf of Mexico, from navigational challenges in San Francisco to water quality concerns for shellfish hatcheries in the Pacific Northwest—diverse regions require

spheric high-resolution models to forecast conditions such as potential wave inundation, harbor surge, water temperature, and wind speed. Considering the vast amount of data PacIOOS handles, the priority is to make data and information easily accessible to empower stakeholders throughout the region. To this end, an interactive mapping platform was developed to provide free

online access and easy-to-use visualizations and plotting tools. PacIOOS Voyager not only contains PacIOOS-generated data, but it also includes data layers from over 50 partners and data providers, making it a robust data platform for ocean users, agency officials, resource managers, scientists, educators, as well as the general public. Four years after its release, PacIOOS Voyager hosts more than 1,600 individual data sets, and there are seemingly endless options to explore real-time, forecast, and archive data.

Whether users want to overlay data sets, adjust timeframes, save and share viewing settings, or download data, a wide range of adjustable functionalities make it a user-friendly one-stop-shop data portal. With PacIOOS Voyager, data layers can be easily combined to compare multiple data sets from all collaborating data providers. Users can “mix and match” different types of data based on their needs and interest, including static and

dynamic layers, short- and long-term time series, station observations and regional grid outputs, real-time, forecast and archival data. Customizable viewing settings, such as transparency functionalities, colors, and shapes of icons, legend options, and more also contribute to the user-experience.

For example, PacIOOS Voyager features wave buoy data from PacIOOS’ network of 14 wave buoys across the Pacific Islands region. Real-time¹ wave information is not only crucial for local authorities, but also for a wide range of ocean users to make well-informed decisions. Night or day, fishermen, boat operators, paddlers, surfers, and other ocean users can refer to the latest wave buoy readings to assess the current situation and decide whether it is safe to go. This data set can be combined with regional high-resolution wave models, allowing users to compare current observations with forecasted conditions (see example graphic). Real-time¹ wave buoy data could also be

coupled with other station observations or outputs from atmospheric or ocean circulation models. Navigational charts, maritime boundaries, high-resolution bathymetry, and ship traffic are other useful data layers that can be integrated into a user’s settings.

The network of regional associations within IOOS spans across all U.S. coastlines. Explore available data sets and visualization options in your region to enhance your suite of real-time and forecast coastal and ocean data. To find more information about the regional association in your area, please view <https://ioos.noaa.gov/regions/>. To explore PacIOOS Voyager visit <http://pacioos.org/voyager> and the PacIOOS website at <http://pacioos.org>. ☆

¹Data are managed by the Coastal Data Information Program (CDIP) at Scripps Institution of Oceanography. Long-term partnerships with the U.S. Army Corps of Engineers and CDIP enable data streaming into PacIOOS Voyager and the PacIOOS website.

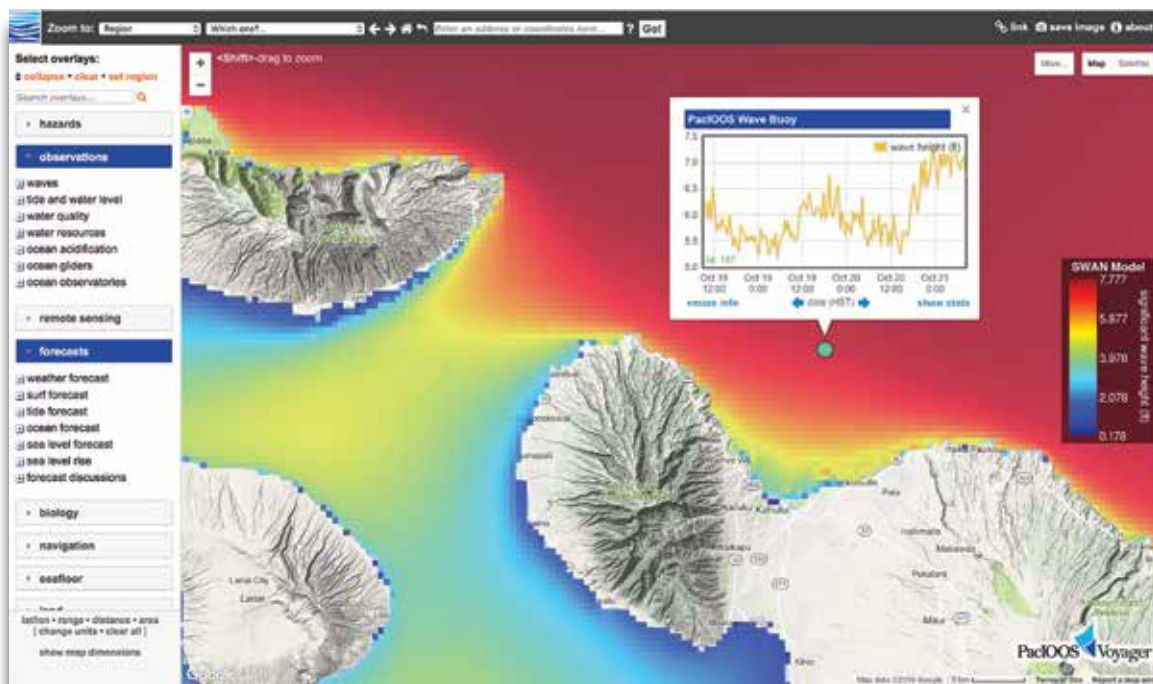
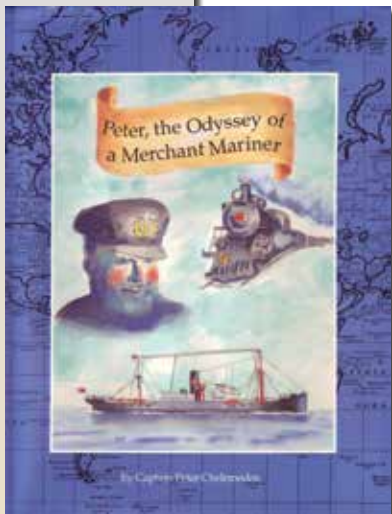


PHOTO COURTESY PACIOOS.

Various data sets can be combined in PacIOOS Voyager, such as wave buoy observations and high-resolution wave model data.



by Captain
Peter Chelemedos
#1671-RU

Peter, the Odyssey of a Merchant Mariner

Chapter 31: MERCATOR

September 1961

During these six weeks at home, while looking for a new berth, I accepted a two-week relief job on a crab packer at Kodiak Island.

After a rather bumpy plane ride over Kodiak Island in a Kodiak Airways six-passenger seaplane, and after landing and taking off from some fishing ports and canneries tucked into some of the many bays around this mountainous island, I arrived at Jap Bay and boarded the MERCATOR about 4:30 p.m. The MERCATOR was a ship about 210 feet long and 1,235 tons, built in San Francisco in 1925 as an oil tanker ALASKA STANDARD. She had been converted to a cannery tender while I was working at Fiberglas and was now a crab packer with facilities for freezing crab within minutes after they are taken from the water. Vic Hanson, the skipper I relieved, gave me a "Cook's tour" of the vessel.

The next afternoon, four or five boats came in and I learned to operate the cranes to unload them into the big "wet" tanks on deck. By nine o'clock, we had about 2,500 crabs crawling restlessly around their new home awaiting their fate. They were really large, measuring

about ten to twelve inches across the backs and twenty-six to thirty inches across the extended legs.

The cook was capable, and the crew looked well-fed and well-bearded. The MERCATOR stayed up there from about June to March, with a trip home for Christmas. Its regular overhaul is March to June as that was the crab's moulting period.

Vic didn't get off as scheduled the next day. The wind came up about an hour before the plane was due, so it turned back. The wind gusts hit eighty miles an hour by 1:00 p.m., so we dropped another anchor and sat tight. All the tenders came slipping into the bay during the afternoon in the heavy rain as the wind steadied to about forty- to sixty-knot gusts. Being anchored in this nearly enclosed bay with anchors big enough to hold sure made "living" easy when compared with the troubles with the MOHAWK's small anchors and large barges.

The wind died down about nine that night, so I got some sleep until midnight when it shifted and whistled in from the other direction. I spent the next four hours watching and listening to radio reports from those vessels still out in the fury of the blow, including the MOHAWK and the COMACHE, as well as a power barge REEFER II, which was dragging toward a beach nearby. None of the small boats were able to face the wind to go out to her and the Coast Guard was around the other side of the Island.

The wind was still blowing the next afternoon. Even though we were protected from heavy seas in the small bay, the wind would shoot down the slopes of the hills and hit the water hard enough to pick up spray and blow it in white sheets across the harbor. The stormy weather seemed to scatter the crabs so the boats had trouble finding them in good quantities. It was possible I would have to get the ship underway and move to another anchorage up the coast or over on the mainland before Vic returned. Since it was quite a narrow harbor to maneuver a strange ship in, I'd have preferred to

Being anchored in this nearly enclosed bay with anchors big enough to hold sure made "living" easy...

have made at least one run with Vic's guidance before such a shift. But he assured me the crew was quite capable.

I trusted the wind would diminish enough for Vic to make his plane the next day. The bush plane couldn't land with so much wind. As a matter of fact, the pilot couldn't even take off from Kodiak.

After several days, the sun broke through the clouds to shine on the rapidly browning hillsides surrounding the bay.

The crew got the processing line going and started packing crab meat like mad. Then, due to the weather, our tenders began scouting the area

again for trace of the crab “herd” as it moves rapidly with weather changes.

I heard the COMACHE and the MOHAWK on the radio fighting weather and barges along the beaches and felt somewhat smug in the quiet anchorage. I figured I would probably have to move the ship over the weekend if the tenders didn’t find anything nearby I was looking over the other possible anchor ages on the west coast. I was reluctant to leave the one I was in; it was the most protected harbor in Alaska that I knew of.

A few days passed, and all was quiet on the Kodiak front. The crabs had apparently moved because of the weather and my boats were busy searching. I was getting the ship ready to move, though that involved having the dry boats (our small tenders) bring most of their pots aboard for us to carry as the pots are rather bulky. Since the tenders could only carry a few of their thirty-some aboard at any one time, it took about twenty-four hours of good weather to pick up.

Meanwhile, we were getting odds and ends of repair and maintenance work done. Movies aboard, besides “Mr. Roberts,” were “High Noon” and “Kiss Me, Kate.” Unfortunately, we didn’t have a color projector. Late in the month, I started to take the MERCATOR around to the other side of the island, my first experience with the true di rection radar. This type of radar shows north always at the top so the ships head on the screen in the direction of the course they are steering. Once one is used to it, it is the same as steering down the chart. Trouble with the engines brought me back into Jap Bay after anchoring overnight in Kaguak Bay.

I had to wait for engine parts from the States before I could sail my ship.

By the time the new cylinder liners for the diesel engines reached us, it was the end of Vic Hanson’s vacation, so he was back in time to make the shift around the island, and I caught the plane back to Kodiak and Seattle. ☆

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A Peek at CAMM History

From the minutes of the 8 October 1946 meeting of the Council:

Most of the meeting was spent discussing “the worst menace to safety of life and property in the American Merchant marine that has ever been threatened. This is the proposal to force masters to join unions and to clear through unions for appointment to commands.”

But I Never Got Trained: A voyage aboard barque PICTON CASTLE



by Captain
Ray Conrady,
#2507-S

I never seemed to get it right - I'm a merchant seaman who has a Masters License (certificate), pilotage on the San Francisco Bay, sailed around Cape Horn

on the winning ketch Sayula II on the first Whitbread (now Volvo) Round the World Race, crewed on ocean vessels from twenty to over a thousand feet.

However, I never got properly trained as a seaman.

I really look good on paper, yet never went through that 'rite of passage' of being properly trained. I've been forever in awe of those young men and women seen on those square rigged training ships coming into port on world tours. Why couldn't I have been trained that way? When I started going to sea, the Vietnam conflict was building up and they needed seamen right away - so to get out of a dreary teaching job I applied and they took me with few questions asked.

For advancement, most of my qualification exams consisted of multiple choice or essay questions, of which we were briefed ahead of time what the correct (and incorrect) answers should be, with little other instruction.

Regarding getting properly trained, I finally got it right - reading an issue of Sea History magazine, I found an article on the barque Picton Castle, berthed

in Lunenburg, Nova Scotia, an actual cargo carrying, sail training ship still in business.

I inquired and learned that I was eligible to apply. The first requirement was to send some money as a 'good faith' down payment. The next was to go to Lunenburg and be interviewed by the Captain to make sure I was equal to the task. At my age (approaching my seventh decade), it's obvious that I was



Above: Working the anchor windlass (one cycle puts the chain up one link.)

Left: View from above on the Picton Castle.

not of the caliber they were looking for - also, with my sea-going credentials, I think the Captain was concerned that I may try to undermine his authority. In addition, they were look-

ing for crew that would sign on for their entire round the world voyage (more bucks) and I was attempting to obligate myself for only the first, and perhaps second, leg. So I had to wait a bit before I got the word that I had been accepted. We didn't just arrive, jump aboard, and sail away. No, we were in port for about a month before that happened. We had to prepare the ship and prepare ourselves. The masts, yards, gaffs and booms had to be re-rigged from win-





ter lay-up, the sails bent on, cargo prepared and loaded (yard & stay!).

We had to be trained for safety at sea – fire drills, abandon ship, practice crawling into life rafts, etc.

I was aboard more than two weeks before I got to so much as touch a canvas sail but after that there was lots of it, helping to bend them on and learning all the lines (learning the ropes) where they go and what to do when who says what.

Of the crew of ten and about forty trainees, all got along splendidly and nothing such as ‘ego trips’ or ‘slack-ing’ could I see. About half the crew was female, including the Chief Mate and 23 year old Boatswain.



Above: Loading cargo at Nova Scotia, using the yard and stay method.



Left: Winching tock anchor onto deck.

Below: Ray Conrady at Pitcarin Island.

Trainees were also about equally divided, including a woman blimp pilot, a dentist, a couple of physical therapists and a masseuse. Ages ranged from 18 years to my age but most were in their late 20's or early 30's with several in their 40's and a few in their 50's. We also had a macho male movie star and even he fit in – more so than some of the others.

Once at sea, we were divided into three watches – 12-4, 4-8, 8-12, not the two-watch ‘Port & Starboard’ of days gone by so always one watch would be on duty and the others on



Continued on page 32

Merchant Mariners have returned home

The Council resumes suspended activities



*Captain
RJ Klein
Past President
#1751-RU*

A t o m i c bombs, code named “Little Boy” and “Fat Man” were dropped on Hiroshima (6 August 1945) and Nagasaki (9 August 1945). On August 10th

the Japanese government communicated its intentions to surrender. On August 14th, President Truman announced that Japan had surrendered and the official signing took place aboard the battleship USS Missouri on 2 September 1945 (V-J Day) ending World War II.

The job of the U.S. Merchant Marine did not end with V-J Day as they

were given the job of transporting the surrendered armies back to Japan and there were isolated pockets of resistance which resulted in 49 U.S. merchant ships being sunk or damaged after V-J Day

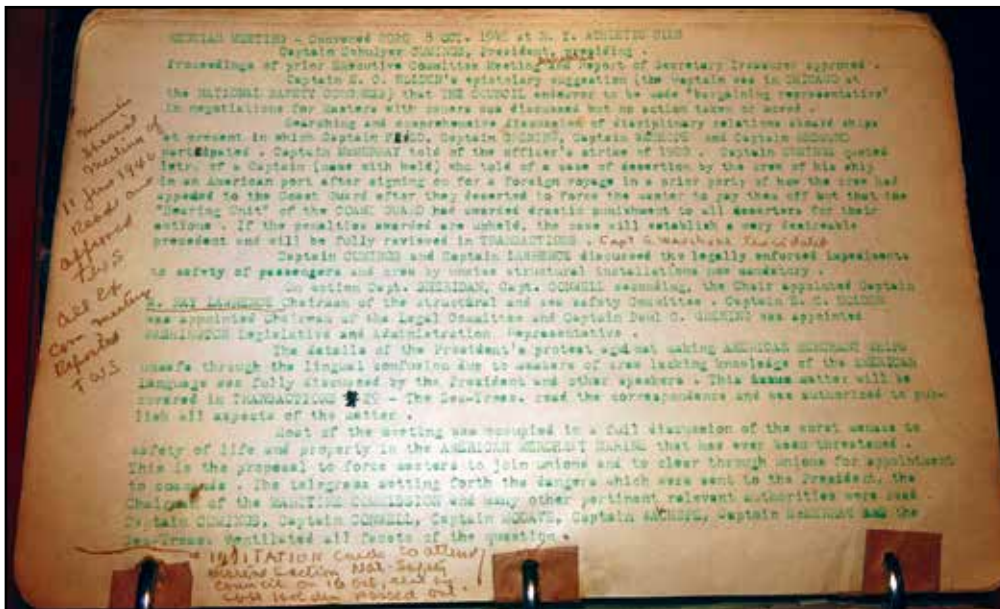
with at least 7 mariners killed and 30 wounded. Additionally, the U.S. Merchant Marine had to return the tired, wounded, and dead U.S. troops home along with bombs and equipment. They also brought replacement forces to the occupied countries along with the needed supplies and arms. In December, 1945 the War Shipping Administration listed 1,200 merchant ship sailings. This was 400 more than in the busiest month of the previous four years. And so it was not until March, 1946 that the Executive Committee of the Council had sufficient members to resume their suspended activities.

The first meeting since September 1940 was held at the New York Athletic Club on 2 April 1946. The first order of business was to re-establish con-

tact information of members and then the Secretary/Treasurer prepared an outline of the Council’s objectives. Item one on this list was persuading the Maritime Commission to provide accurate backing and turning data for ships. A second primary object was to eliminate the doubts and difficulties caused by the triple set of rules to prevent collisions – Pilot, Inland, and International which had contradictory directives. A third major concern was the rules covering inspection of ocean and coastwise ships. The Council informed the Maritime Commission that, “The present rules and regulations are obviously inadequate.”

Exactly how much effect the Council had in influencing the Maritime Commission is not known, but we do

know that
1) Turning Circle and Williamson Turn diagrams have been required on the bridge of ships for over 60 years along with the time and distance to stop the vessel from either full and half speeds and
2) Pilot rules have





been eliminated and the International and Inland rules are currently much more closely aligned. Changes to the inspection rules and regulations for ships continues to be a work in progress.

The Council amended the constitutional membership requirements to enable men who had command of Navy or Coast Guard ships over 10,000 gross tons to qualify for membership in the Council (Applicants still had to have 24 months in command of a ship, with at least six months in command of an American merchant ship of over 5,000 gross tons). Finally, they authorized the Secretary/Treasury

to resume publication of Transactions.

In June, a new concern was raised in regard to seaman who had been shipped on U.S. Flag merchant ships and did not have sufficient command of the English language to properly follow orders. This may have been the result of many seaman from occupied countries (Norway, Finland, Denmark, Poland, Yugoslavia, Czechoslovak and others) being allowed to fill out U.S. Merchant crews during the World War II. Many chose to become U.S. citizens and remained in the merchant marine.

At the meeting, a motion was introduced proposing that the Council “make a strong protest to the Coast



The Time Life caption read: "In New York's Times Square, a white-clad girl clutches her purse and skirt as an uninhibited sailor plants his lips squarely on hers." The image photographed that day by Alfred Eisenstaedt graced the cover of Life. This image photographed at the same instance from a slightly different angle was captured by Victor Jorgensen, a Naval Officer and photographer.

Guard anent* allowing personnel to be shipped in Merchant ships crew who do not understand orders... given in U.S. language.” The Council Secretary recorded that “many ships under U.S. Flag now pelagic** Towers of Babel.” The issue of ships being unsafe through “lingual confusion” was covered in Transactions #29. (*Anent: Respecting; as regards; concerning; about. -- **Pelagic: Of the ocean surface or the open sea, especially as distinguished from coastal waters).

Most of the October meeting was spent discussing “the worst menace to safety of life and property in the American Merchant marine that

has ever been threatened. This is the proposal to force masters to join unions and to clear through unions for appointment to commands.” It was suggested that “the Council endeavor to be made ‘bargaining representative’ in negotiations for Masters with owners.” No action or motions were taken on this suggestion.

In October, they recognized Captain Manning’s elevation to Commodore of the United States Lines Fleet and for being placed in command “of the floating palace America...” This was the first ever recognition by the Council of an individual member for a personal achievement.

In December, members engaged in a discussion in regard to the

Steamboat Inspectors. Under what jurisdiction should they be housed? While one Captain favored them remaining under the jurisdiction of the USCG, others wanted an independent inspection service It was recorded that “the USA will never get an independent, self respecting merchant marine until its governmental and training services spring from the merchant marine and are not poor brothers of some other activity.”

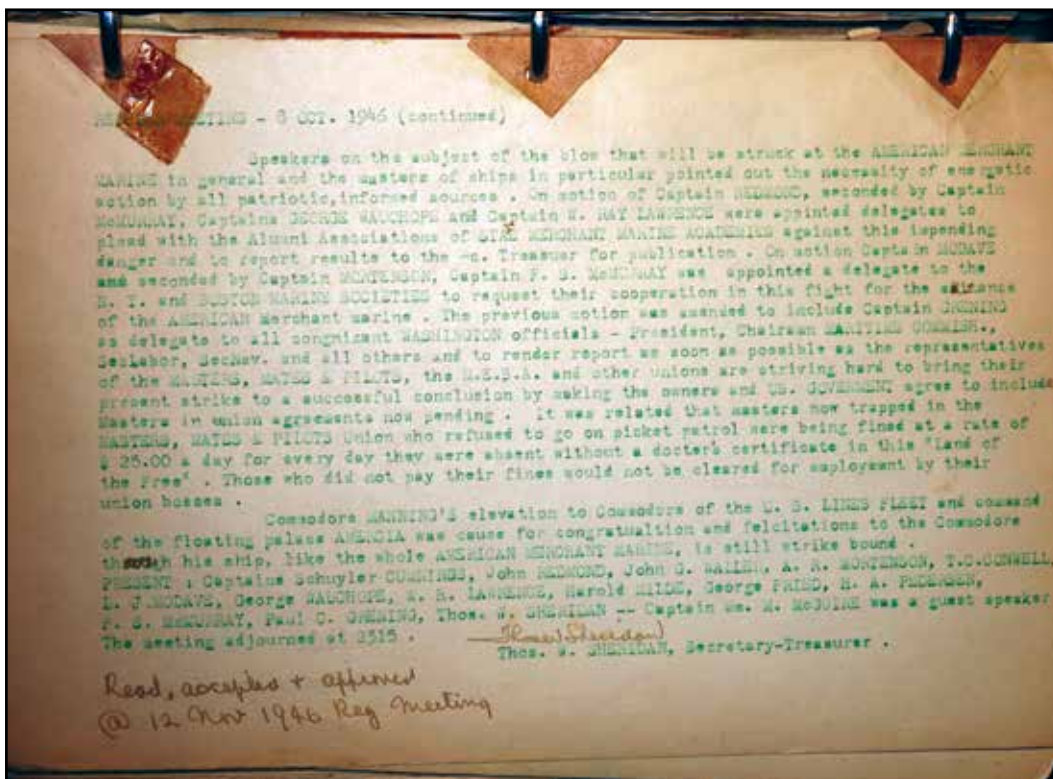
At the first meeting in 1946, Transactions was re-established and there is later reference to Transactions #29. This must have been the house

Continued next page>>>

CAMM History>>>Cont'd from page 32

organ for the Council and the forerunner of *Sidelights*. No known copy of this publication has been found in CAMM's archives. If any member is aware of this publication please contact the *Sidelights* editor at sidelightseditor@mastermariner.org so that it can be shared with today's members.

The Council continued its mission of attempting to make the U.S. Merchant Marine better by concentrating on issues of safety and government regulations. They did not set down "Positions" as we do today, but were very active in sending letters voicing their concerns to the proper authorities. The concern for what governmental agency would control regulations and inspections effecting the U.S. Merchant Marine continues today. This can be seen in CAMM Position



2008-04 (<http://www.mastermariner.org/positions/>). ☆

But I Never Got Trained >>> Cont'd from page 29

'standby'. Eventually, as they learned what they were best at and enjoyed most, some gravitated to being 8-5 'day workers', some exclusively helping with sail making and repair, others rigging maintenance, 'tarring', carpentry, etc.

The sails and rigging were of basic canvas and manila – no Dacron, nylon, poly this or poly that. Just the days gone by stuff, which was nice.

Good basic food aboard too, with two crew assigned each day to help in the galley.

And it was a wet ship. Those who wished brought aboard their own supply of spirits, plus each Sunday the Captain hosted a 'marlinspike', their term for 'happy hour' with rum punch and snacks – pizza, popcorn etc.

And so it went. Looking back, I think Pitcairn Island was the high point of the passage – not necessarily, because it was beautiful or exotic but because, in my youth, the HMS Bounty mutiny story I considered just that – a story. So to be on the very soil where this actually happened, and become friends and mates with their survivors was very intriguing.

Actually, more than Pitcairn, just sailing this traditional-rigged barque was a high point.

Having gone to sea as a merchant seaman most of my adult life, I always regretted that, starting as Ordinary Seaman I never got to experience this 'rite of passage' of crewing on a cargo carrying sailing ship. After all this time

at sea, I finally know and understand and have experienced doing such mundane chores such as 'nipping the bunts' aloft, tarring the shrouds, etc. As far as my new basic sailing skills went, either the ageing process has made me slower or the younger generation is getting quicker. The former, I'm sure. I held the dubious distinction of being 'anchor man' of the crew. The oldest and the slowest. I was slow on the uptake compared to the others whenever an order or instruction was given and the last to get aloft and the last to get back down.

But I persevered and am now content. I have been properly trained. Want to do the same? Visit www.picton-castle.com ☆

IF SMA Newsletter

Maximum Period of Shipboard Service for Seafarers

From the Australian Maritime Labour Convention, 2006 (MLC, 2006) there is an entitlement which ensures that seafarers have adequate leave and that they shall be

granted shore leave to benefit their health and well-being and with the operational requirements of their positions.

Safety Authority in Canberra we learned in September of the issue of Marine Notice 17/2016. This document advises vessel owners, operators and seafarers of the Authority's approach to implementing the requirements of the MLC, 2006 for the maximum continuous period that a seafarer can serve on board a vessel without taking leave.

The AMSA Notice outlines how these requirements will be enforced by AMSA during more detailed inspections under MLC, 2006.

It is important to note that MLC, 2006 entered into force around the world on 20 August 2013. From that date AMSA has incorporated MLC, 2006 inspections as part of its Port State Control (PSC) inspection regime.

It is understood that AMSA inspectors have continued to identify occurrences of continuous seafarer service periods extending well beyond eleven months and complaints have been received in relation to these occurrences. Furthermore, crew members are reported to have subsequently

agreed to service extensions, an action which AMSA deplores even though such extensions to service have been reportedly by mutual agreement.

MLC, 2006 states that subject to any collective agreement or laws or regulations providing for an appropriate method of calculation that takes account of the special needs of seafarers in this respect, the annual leave with pay entitlement shall be calculated on the basis of a minimum of 2.5 calendar days per month of employment. The manner in which the length of service is calculated shall be determined by the competent authority or through the appropriate machinery in each country.

Again from MLC, 2006, justified absences from work shall not be considered as annual leave and any agreement to forgo the minimum annual leave with pay except in cases provided for by the competent authority, shall be prohibited.

MLC, 2006 can be found at: <http://www.ilo.org/global/standards/maritime-labour-convention/lang-en/index.htm> or <http://tinyurl.com/qghu34x> while AMSA Marine Notice is downloadable at: <https://apps.amsa.gov.au/MOReview/MarineNoticeExternal.html> or <http://tinyurl.com/nktwqk>

Ships Starve Whale Population

As well as physical pollution and collisions being the main threats from global shipping to the whale population, noise disturbance is causing them to stop eating, sources have reported. Humpback whales and Orcas especially have seen their natural feeding grounds disturbed by low fre-

quency sounds which prevent them from diving for food or locating prey.

Hannah Blair, Co-author of the study, said: "Overall, I was kind of surprised that we were able to detect any response statistically just because humpback whales are very adaptable. The next step is to determine whether this impacts their survival or whether they are able to adapt."

Earlier in 2016, studies showed that Orcas were so busy avoiding vessels and the noise pollution that they no longer engaged in key survival activities like breeding and foraging.

Passenger Vessel MS STOCKHOLM

Many of you will recall the two passenger vessels, SS Andrea Doria (Italian)/MS Stockholm (Swedish) which collided in 1956 in which the former vessel sank with the loss of 46 lives, with 1,660 lives saved. The Stockholm was able to continue her voyage to New York. The Stockholm, now sailing as the 'Astoria' under the Portuguese flag, was recently sighted off Tallinn, Estonia.

Editor's note: The collision between the Stockholm and the Andrea Doria has frequently been described as "The first radar assisted collision." ☆



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Humpback whale breaching in the Pacific Ocean. PHOTO © GARY GRAHAM



IMO Press Briefing 22
September 8, 2016

IMO sets 2020 date for ships to comply with low sulphur fuel oil requirement

Indian Captain receives IMO award for Exceptional Bravery at Sea

In a landmark decision for both the environment and human health, 1 January 2020 has been set as the implementation date for a significant reduction in the sulphur content of the fuel oil used by ships.

The decision to implement a global sulphur cap of 0.50% m/m (mass/mass) in 2020 was taken by the International Maritime Organization (IMO), the regulatory authority for international shipping, during its Marine Environment Protection Committee (MEPC), meeting for its 70th session in London.

It represents a significant cut from the 3.5% m/m global limit currently in place and demonstrates a clear commitment by IMO to ensuring shipping meets its environmental obligations.

IMO Secretary-General, Kitack Lim welcomed the decision which he said reflected the Organization's determination to ensure that international shipping remains the most environmentally sound mode of transport.

"The reductions in sulphur oxide emissions resulting from the lower global sulphur cap are expected to have a significant beneficial impact on the environment and on human health, particularly that of people living in port cities and coastal communities, beyond the existing emis-

sion control areas," Mr. Lim said.

Further work to ensure effective implementation of the 2020 global sulphur cap will continue in the Sub-Committee on Pollution Prevention and Response (PPR).

Regulations governing sulphur oxide emissions from ships are included in Annex VI to the International Convention for the prevention of Pollution from ships (MARPOL Convention). Annex VI sets progressive stricter regulations in order to control emissions from ships, including sulphur oxides (SOx) and nitrous oxides (NOx) - which present major risks to both the environment and human health.

The date of 2020 was agreed in amendments adopted in 2008. When those amendments were adopted, it was also agreed that a review should be undertaken by 2018 in order to assess whether sufficient compliant fuel oil would be available to meet the 2020 date. If not, the date could be

deferred to 2025. That review was completed in 2016 and submitted to MEPC 70. The review concluded that sufficient compliant fuel oil would be available to meet the fuel oil requirements.

Under the new global cap, ships will have to use fuel oil on board with a sulphur content of no more than 0.50% m/m, against the current limit of 3.50%, which has been in effect since 1 January 2012. The interpretation of "fuel oil used on board" includes use in main and auxiliary engines and boilers. Exemptions are provided for situations involving the safety of the ship or saving life at sea, or if a ship or its equipment is damaged.

Ships can meet the requirement by



PHOTO COURTESY IMO

The decision to implement a global sulphur cap of 0.50% m/m represents a significant cut from the 3.5% m/m global limit currently in place

using low-sulphur compliant fuel oil. An increasing number of ships are also

continued on page 37

using gas as a fuel as when ignited it leads to negligible sulphur oxide emissions. This has been recognised in the development by IMO of the International Code for Ships using Gases and other Low Flashpoint Fuels (the IGF Code), which was adopted in 2015. Another alternative fuel is methanol which is being used on some short sea services.

Ships may also meet the SOx emission requirements by using approved equivalent methods, such as exhaust gas cleaning systems or “scrubbers”, which “clean” the emissions before they are released into the atmosphere. In this case, the equivalent arrangement must be approved by the ship’s Administration (the flag State).

The new global cap will not change the limits in SOx Emission Control Areas (ECAs) established by IMO, which since 1 January 2015 has been 0.10% m/m. The ECAs established under MARPOL Annex VI for SOx are: the Baltic Sea area; the North Sea area; the North American area (covering designated coastal areas off the United States and Canada); and the United States Caribbean Sea area (around Puerto Rico and the United States Virgin Islands).

The decision to implement a global sulphur cap of 0.50% m/m (mass/mass) in 2020 was taken by the International Maritime Organization (IMO), the regulatory authority for international shipping, during its Marine Environment Protection Committee (MEPC), meeting for its 70th session in London.

Indian Master receives 2016 IMO Award for Exceptional Bravery at Sea

Captain Radhika Menon the Master of an oil tanker who said she was “just doing her job” received the highest IMO bravery recognition for saving the lives of seven fishermen from a sinking fishing boat during a tumultuous storm

in the Bay of Bengal in June 2015. Captain Menon was nominated for the award by the Government of India, for her great determination and courage in leading the difficult rescue operation to save all seven fishermen aboard. She is the first female captain in the Indian Merchant Navy and the first female to receive the IMO Award for Exceptional Bravery at Sea.

“It is every seafarer’s and Master’s solemn duty and obligation to save souls in distress at sea. I just did what a seafarer should do for a fellow soul in distress at sea.

Yes, it was an instant decision, but not without assessing the risks involved. I just did my duty,” said Captain Radhika Menon, Master of the oil products tanker Sampurna Swarajya after accepting the 2016 IMO Award for Exceptional Bravery at Sea on 21 November.

The fishing boat Durgamma was adrift following engine failure and loss of anchor in severe weather. On 22 June 2015, the second officer on the Sampurna Swarajya spotted the boat off the coast of Gopalpur, Orissa. Captain Menon immediately ordered a rescue operation, utilizing the pilot lad-



Captain Radhika Menon

PHOTO COURTESY IMO

der and with life jackets and buoys on standby. It took three arduous attempts in the lashing wind and rain and heavy swells, before all seven weak and starving fishermen, aged from 15 to 50 years old, were brought to safety on board the ship. Their families had already given them up for dead and were preparing for their funeral rites. Thanks to the rescue, led by Captain Menon, they were reunited with their loved ones.

☆



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.



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

Admiralty Law and Jurisdiction

Admiralty Law is a body of law governing maritime activities and relations between entities, which operate vessels on oceans for trade, commerce, and transportation of passengers, and goods by sea. It covers many Maritime and commercial activities. Although each legal jurisdiction is governed by its own legislation on maritime matters, International Law has developed through numerous conventions and multilateral treaties.

Jurisdiction of Admiralty Courts originated in the UK in Saxon times. Eleanor of Aquitaine established admiralty law on the island of Oleron in 1160 and introduced it in England while she was Regent for her son, Richard the Lion Hearted (1189). By the time of Edward III (ruled 1327-1377), authority of the Crown to administer justice for piracy and other offences on the high seas was well established. Today, Admiralty Courts handle all admiralty cases in England and do not use British Common Law. They are Civil Law courts largely based on Law of Justinian, and historically include those of Rhodian Law, and law and customs of the Hanseatic League. For example, Article VI of Rules of Oleron contains the doctrine of maintenance and cure. This obligation requires a

ship owner to provide medical care, free of charge, to a seaman injured in the service of the ship. Obligation of "maintenance" also involves providing a seaman basic living expenses while he is convalescing. Islamic law has also made major contributions to International Admiralty Law.

The term Admiralty Law is peculiar to the UK and some of the countries of the former British Empire where separate courts exist to administer Admiralty Law. Some features exist in all countries pertaining to International Maritime Law. Even though it includes substantial derivations from Civil Law, it is not exclusively rooted in the Civil Law system, but has a strong international aspect, and may undergo independent changes in several countries because this jurisdiction has a maritime purpose and its rules are different.

The judge in the High Court of Admiralty assigned to hear disputes and offenses was a deputy to the Lord High Admiral. In due course, the High Court of Admiralty started hearing civil disputes pertaining to sea, usurping jurisdiction of Common Law Courts. In the 13th and 14th centuries, Lawyers of Common Law Courts objected to the intrusion by the High Court of Admiralty. Under the Admiralty Jurisdiction Act of 1389, pleas and quarrels, whether on land or sea, became triable by Common Law Courts. During the reign of "the Sailor King", William IV (ruled 1830-1837), wrecks at sea, collision, salvage, possession of ships, bottomry* and seamen's wages came

under jurisdiction of Admiralty Court.

In 1838, Dr. Lushington became Judge of the High Court of Admiralty in 1838 and the Admiralty Courts Act of 1840 was passed. The new jurisdiction included cognizance of mortgage of ships, questions of legal title, division of proceeds of sale on suits of possession, claims in the nature of salvage services, provision of necessities to a ship as well as claims for towage-concurrent with that of Courts of Law and Equity. From 1840 to 1861, English law gave birth to statutory rights of arrest for claimants for necessities supplied and towage services rendered to foreign vessels. This right arises out of the concept of legal personality of a ship independent of owners. In-rem jurisdiction** was expanded in 1873-75 by Supreme Court of Judicature Act and Consolidated by the Act of 1925, replaced by Administration of Justice Act, 1956 and again by the Supreme Court Act of 1981.

In the United States, after adoption of U.S. Constitution in 1789, Admiralty law became part of American law. Article III, Section 2 of U.S. Constitution, grants jurisdiction to U.S. federal courts over Admiralty and maritime matters. Claims for damage to cargo shipped in international commerce are governed by the US Carriage of Goods by Sea Act, which is based on Hague Rules. There are exceptions where a maritime related case may be heard in state courts.

In India, an action in-rem lies against a foreign owned ship for cause of action alleged to have occurred by reason of



a tort or a breach of obligation arising from the carriage of goods from a port in India to a foreign port. The English High Court under Courts of Admiralty Act 1890 placed Admiralty jurisdiction of Indian High Courts in Bombay, Madras, and Calcutta. Even though law and statutes march behind time, growth of law is a continuous process and is not usually allowed to be stultified. Today all Indian high courts have Admiralty Jurisdiction and not just the three colonial courts as earlier.

Internationally, most common law countries follow English statutes and case law in dealing with maritime matters. There are a few countries, such as Panama, that have established their own maritime courts to decide international cases. Admiralty Courts assume jurisdiction by virtue of a vessel presence in their jurisdictional territory regardless of the vessel's nationality, register, or the residence or nationality of her owners. A vessel is arrested by the court to retain jurisdiction over her. State owned vessels are usually immune from such arrest.

The institution of maritime liens was devised in Maritime Law because a ship sails from country to country and if she has incurred a liability in a foreign country, it would be difficult if not impossible to hold the owners accountable. Banks that loan money to purchase ships, seamen who are due wages, vendors, and others may place a lien against a ship to force payment of debts. The lien is enforced by the arrest or seizure of the ship.

With a ship under local jurisdiction, it was expedient to hold her responsible to satisfy claims of the locals. However, a maritime lien cannot be effective for liabilities, which exceed the value of the ship, and owners ought

to be answerable for all her liabilities regardless of the ship's value. With a ship of the same nationality as her own country, the owners are accessible and can be held accountable to satisfy for all debts and liabilities of their ship.

This scenario began to change in the middle of the twentieth century when ship owners started registering their ships under flags of convenience. This meant that owners were not nationals of the same country as the flag of their ships. This necessitated the widening of the law pertaining to exercising maritime liens. Until recently, ships of same nationality could not be arrested to satisfy maritime liens in the same

country. Now there have been cases when a ship of the same nationality and/or owners has been arrested within the same country to satisfy a maritime lien. ☆

**Bottomry: a system of merchant insurance in which a ship is used as security against a loan to finance a voyage, the lender losing the investment if the ship sinks.*

***In-rem jurisdiction (Latin, "power about or against 'the thing'") is a legal term describing the power a court may exercise over property (either real or personal) or a "status" against a person over whom the court does not have in personam jurisdiction.*



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

CAMM's issues are your issues

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

CAMM advances the professional profile of our industry

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

CAMM builds partnerships

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

Representation at IMO through IFSMA

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

CAMM is on your side

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

CAMM supports maritime education

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

Apply at www.mastermariner.org/membership



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



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



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





Membership Application

The Council of American Master Mariners, Inc.

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

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

	Home		Business	
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Phone	Land:	Cell:	Office:	Cell:

Present Occupation:

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Current USCG License:

Type:	Limit:	Expiration:
Endorsements:	Limits:	

Original USCG License:

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

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

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

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

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

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

Please return this application with a copy of your Master or Pilot's license with a \$115 check (\$75 annual dues + \$40 application fee) payable to: The Council of American Master Mariners, Inc. Mail to Liz Clark, CAMM Membership Chair, 3100 NE 48th Ct. Apt #214, Lighthouse Point, FL 33064-7159.

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

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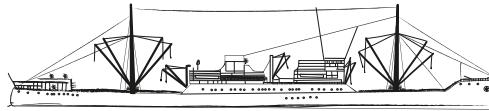
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