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Sidelights

December 2010 Vol. 40, Nº 5

Written by Masters & Pilots, for Masters & Pilots

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In This Issue



ON THE COVER

The *Ouro Do Brasil* bringing orange juice to Florida! Most people are surprised that we import large quantities of OJ from Brazil and Costa Rica.

Photo: Capt. Terry Jednaszewski

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

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President Captain Cal Hunziker reflects on 2010: The Year of the Seafarer. Did the year live up to expectations? What progress has been made for seafarer rights and welfare?



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NORFOLK / HAMPTON ROADS / TIDEWATER

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Anyone interesting in restarting this chapter, please contact National President Capt. Cal Hunziker.

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captboatner@mastermariner.org

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Captain Cal
Hunziker
CAMM National
President

REFLECTIONS ON THE YEAR THAT SHOULD HAVE BEEN

As 2010, the “Year of the Seafarer” draws to a close, is it too soon to reflect on what did and didn’t happen to the maritime

world in general and the U.S. Merchant Marine in particular? I think not.

The Secretary General of IMO declared 2010 to be the *Year of the Seafarer*. Great!! Many of us looked forward to seeing grand and sweeping reforms discussed and passed at international and national levels to improve the lot and life of not only the seafarer, but also their families throughout the world. Yes, there were meetings, and conferences all over the world, attended by politicians, company officials, and pundits, but, I’d be willing to bet, not many seafarers. Five hundred to attend this conference, and one thousand to attend that, and I have as yet not heard of any sweeping reforms or movements to insure improvement to the lives and livelihood of the people being honored. I have not seen or heard of any effort to bring wages up to a standard that would attract seamen and officers from any but the poorest of countries to a career at sea, and nine months to a year labor for a month of “vacation” is still the standard on most of the ships I’ve visited in the past year.

Except for the newest tankers and container ships, the living standards of the average seafarer hasn’t seen much improvement since before WWII. Too many vessels still have substandard

quarters, with little if any heat or air-conditioning. Some have either water rationing or no running water, and I’ve been on a few that thought hot water is what came out of the tea kettle, not the shower nozzle.

Communication with family and loved ones is another area where I believe the shipping community needs to step up and improve. Ashore, we can call practically anywhere in the world for free or next to free. The seafarer, on the other hand, either has to pay an exorbitant fee for a SatCom call, or wait until arriving in the next port and hope that the local authorities will let him or her ashore to call home. With the increased security to combat terrorism, it’s become almost impossible for many hard working seamen to even enjoy this small pleasure. Either an increased effort to improve shipboard communications for individuals must be undertaken and/or reforms in the way seafarers are treated when they arrive in a foreign port need to be re-defined and enforced.

Over the past three years, CAMM has called for stronger naval presents in the waters off East Africa and for the arming of merchant ships to defend against pirate attacks. While we have seen an increase in naval activity and in some cases success at re-capturing vessels that have been taken over, there has been no decrease in the number of attacks, and in actuality, a broadening of the area that the embolden pirates seize vessels. Without strong resolve by the international community, these attacks will continue into the 22nd century! It’s time for the politicians to let their naval commanders do their jobs and rid the seas of

these pests. And, please change the international meaning of the legal word or definition of piracy to include the words “*attack, or board, or seize any vessel, on any waters.....*”, so that we do not get another ruling such as judge Raymond Jackson’s, in New York. Judge Jackson’s ruling may have met the letter of the law, but sure missed the meaning.

CAMM functions best when all of our eyes and ears are tuned to the national and international industry hub-bub. Unfortunately, I received note of a comment period on a proposed USCG ruling in the eleventh hour. With little time to research, I grabbed every article, note and testimony that I could find to complete a submission on behalf of CAMM to the USCG before the deadline. The text of that submission is the topic of a related article in this issue of *Sidelights*. If CAMM is to remain a viable voice for the Master Mariner we all need to work towards that end. If you hear or read about a proposal, or a ruling, or change in a law that affects the maritime industry, let us know. We can’t react, testify, support or oppose something that may affect all of us, if we don’t know about it.

In closing, I just attended the Auburn, Washington Veteran’s Day parade, the largest West of the Mississippi, where I had the pleasure of thanking hundreds of vets. Unfortunately, there wasn’t one float, band, or entry representing the Merchant Marine vets. I hope to see that change next year.

Smooth Seas and Fair Winds


Captain Calvin C. Hunziker

Council Reports

Secretary's Report

Submitted by Captain Don Moore, Jr.

The year 2010 is now in its final stages. Between now and 31 December I will be wrapping up Council business. Some of the items that will be finished include New Member Welcome Packages, 2010 Annual Financial Reports, and 2011 Budget Proposals. The 2011 Dues Invoice Data Sheets will be distributed before the end of the year.

We now only have valid email addresses for just over 25% of our members, so it is very important you update your email via the data sheets or with me when it changes.

The four items that were brought up at the August meeting of the BOG are still being researched. Results will be published as they come in.

Captain Hunziker and I had a very successful trip attending the 2010 AGM of the Company of Master Mariners of Canada on October 2nd & 3rd in Chemainus, British Columbia on Vancouver Island. Our relationship with CMMC is growing stronger every year.

Captain Joe Hartnett, Baltimore Chapter President, is beginning to finalize the details for our 2011 AGM. The National CAMM membership will be advised as information is confirmed.

April 2011 will begin my final year as your Secretary/Treasurer. I have enjoyed my time in this position and I hope I have met your expectations.

It is never too early to begin the search for my successor. Please forward any suggestions, recommendations, or nominations.

Board of Governors

Submitted by Capt. Cal Hunziker

The Board of Governors (BOG) has

been working on the Strategic Plan presented at the last AGM. The purpose of the Strategic Plan is to set short and long term objectives and goals for CAMM, and keep us on track throughout the year.

The strategic plan outlines the actions required to support our mission, visions and values. The plan encompasses communications and public relations, member sustainability and development, advocacy and education, along with fiscal implications, both costs and benefits, of each.

An idea we are looking closely at is holding seminars, on the local, national and international level.

We're asking for member input into our strategic plan, and are devising a survey to send out to all members sometime in the next few months. We plan to email the survey, so please make sure to update your email address with Capt. Moore to ensure your participation.

Sidelights & Website Committee

Submitted by Capt. Tom Bradley, Chair

Sidelights and mastermariner.org are CAMM's primary communication efforts, with members and with the indus-

Right: Banner welcoming golfers to SPNW's 3rd Annual Bob Magee Memorial Golf Tournament. Below: CAMM SPNW Chapter members and guests aboard the CMA Training Ship GOLDEN BEAR.

try. In the past few years, CAMM has found *Sidelights* invaluable for increasing awareness of our organization and influence in the maritime community.

Sidelights has made great strides to get back on track the last few months. We've discontinued our contract with Phillips Publishing, we've set up a database of potential advertisers and expanded our list of contributors. We're not yet up to the number of advertisers yet that we need to sustain *Sidelights*, but are inching closer.

As we head into the new year and prepare for our AGM, it is prudent for you to submit any views, agenda items, articles for discussion or likewise. CAMM needs input early enough for committees to research and review, and time to include those ideas in *Sidelights* and on the website for members to review and be given their chance for debate/rebuttal before any final decisions are made at the AGM.

We are currently designing a more interactive online version of *Sidelights*, similar to many news outlets, rather than posting a pdf file. The process takes time, and we hope to have a test version



Photo: Doug Surriff



Photo: Doug Surriff

up and running this coming Spring. Looking longer term, we plan to implement similar technology and upgrades to the rest of the mastermariner.org website.

Seattle / PNW

*Submitted by Captain Douglas Subcleff
Secretary, Seattle Chapter*

The Seattle Chapter's August meeting was a "field trip" event held onboard the California Maritime Academy's Training Ship *GOLDEN BEAR*. The ship was visiting the Port of Seattle at the end of her summer cruise. *GOLDEN BEAR* Captains Paul Leyda and Harry Bolton hosted a luncheon in the Officer's Mess for the 24 Chapter members and guests. Also present were cadets from CMA and Texas Maritime who later served as tour guides.

On September 2nd, the Seattle Chapter hosted its Third Annual charity golf tournament. Now named the Bob Magee Memorial in honor of the former CEO of Totem Ocean Trailer Shipping (TOTE), the event at Mt. Si Golf Course had 64 golfers and raised \$9,000 for the Youth Maritime Training Association. Thanks to the hard work of event Chairman, Captain Richard Klein, and the sponsorship involvement of the local maritime community, the tournament far exceeded the previous year's totals of 44 golfers and \$5,000 in proceeds. YMTA is a non-profit organization dedicated to the promotion and support of maritime education and training programs for Washington State students. The financial support includes the issuance of annual scholarships for students interested in maritime-related study.

The October meeting for the Seattle Chapter is also known as the Recognition Day Luncheon. Started in the fall of 1982 as an opportunity to honor an individual or group that has made an outstanding contribution to the local maritime community, recent winners include: Gregg Trunnell, Pacific Maritime Institute Director (2005), Lyn McClelland, MARAD Pacific NW (2006), Father Tony Haycock, Seattle Catholic Seaman's Center (2007), Pat Hartle, Northwest Maritime Heritage champion (2008) and Captain Andy Subcleff, Alaska Steam,

Alaska Pilot (2009).

On October 7th, the Seattle Chapter honored Captain William P. Crawford, co-founder of Crawford Nautical School, as its 2010 Maritime Person of the Year. The event drew a total of 80 guests, including many from the local maritime community in addition to CAMM members and a significant number of

Continued on next page >>>

*SPNW Maritime Person of the Year,
Captain William P. Crawford*



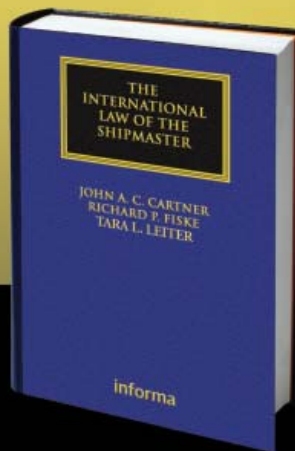
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Council >>>Continued from page 7

the Crawford family.

Captain Crawford is a nautical instructor and author famed among mariners throughout the world. Born to an Irish seafaring family in San Francisco in 1922, he was an unlimited shipmaster by the time he was twenty-two years old. After serving in WWII, he practiced admiralty law until joining in the operation of the family training school for mariners. Now, at the age of 88, he still manages to teach occasionally at the Crawford Nautical School located at Seattle's Pier 46.

The 13 members in attendance at the November 4th meeting were privileged to hear Chapter member, Captain Georg Pedersen, speak about his trip to Denmark and his participation in a reunion event of Danish seafarers. He also spoke about the positive state of merchant shipping in Denmark. This meeting also included the showing of a public television show segment

about WWII Merchant Marine veterans that featured Seattle Chapter member, Captain Peter Chelemedos. Peter's autobiographical book, *Peter, the Odyssey of a Merchant Mariner* was mentioned in the interview. He took a well-deserved bow and received a round of applause after the showing of the 10-minute news clip.

Columbia River

Meetings have resumed as the Red Lion at the Quay (I-5) in Vancouver, Wash., on the 2nd Friday of the month.

San Francisco Bay Area

by Captain Klaus Niem

The chapter continues to meet the first Tuesday of the month at Sinbad's, Pier 2, along the San Francisco Embarcadero.

Los Angeles / Long Beach

Meetings continue on the second Tuesdays of the Month at Ante's in San Pedro. Contact Capt. Dave Boatner for

more details.

Houston

Meetings are held monthly at TAMUG's Blue Room on the third Friday of the month. The TAMUG Cadet Chapter is quite active, recently participating in the Women on the Water Conference.

Mobile Bay

Excepting a nice monthly luncheon, the Mobile chapter is pretty quiet. Please contact Captain Pete Booth for meeting dates and locations.

Tampa Bay

excerpted from Tampa's CAMMLetter

Tampa Bay's meetings resumed in October after the summer break. The Chapter presented Capt. Fred Smith a certificate to commemorate his years of service as a Charter Member.

At our November meeting, Mr. Gerry DeTore, Trustee of the Panama Canal

"Communication, Communication, Communication!"

- Capt. Tom Bradley, Editor

Sidelights goal is to foster the exchange of maritime information and sharing our experiences.

We explain how it affects the Master and industry, both pros and cons.



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...Recent legislation and USCG rules
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...an interesting situation you experienced and you'd like other mariners to be knowledgeable on.

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- General features 45 days prior to release date.
- Breaking news - draft due by 5th of month prior. Final by 10th.
- Submit to sidelights@mastermariner.org.
- www.mastermariner.org/sidelights for more info.

Museum in Seminole, Florida gave an enlightening presentation on the history of the Panama Canal. He also provided details on the construction of the new locks and the widening and deepening of the canal.

The chapter will once again conduct a membership drive by promoting CAMM and the chapter through union halls in the Tampa Bay area.

The IFSMA EXCO meeting will be held in Tampa on Friday, April 22nd. We have changed the date of our April meeting in order to invite the EXCO members to join us at our monthly meeting on Thursday the 21st. Capt. Jerry Benyo will provide us with further details as we get closer to the meeting date.

The container terminal in the port of Tampa is being expanded and a couple of new terminals are being constructed.

Port Everglades / Miami

The chapter typically meets the 3rd Wednesday of the month. Contact Capt. Dave Goff for location. 561-392-5476.

Baltimore / Washington D.C.

The chapter continues to expand its memberships in the tri-state region. We currently have over 20 active chapter members.

The chapter continues preparations for the 2011 Annual Meeting. Additional details will be available in the near future.

The November meeting once again was held at the National Press Club in Washington, and honored to have guest speaker Mr. Orlando Gotay, Deputy Maritime Administrator in attendance. Many thanks to Will Watson for organizing the chapter meetings in Washington, D.C.

New York / New Jersey

Captains George Previll and Glenn Strathearn are in the process of setting up meetings. Please contact Capt. Previll at captprevill@mastermariner.org or 973-763-7594. ☆

New Members

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

- 3286-A Captain **Joseph Squarzini** of Fort Lauderdale, FL
Instructor at Castle Shipboard Security
Sponsored by Captain Tom Bradley #1966-R
- 3287-R Captain **Paul A Willers** of Tacoma, WA
Active Master Mariner, Maersk USA Line
Sponsored by Captain Richard Klein, #1751-R
- 3288-R Captain **David P Freer** of Belmont, NY
Ret. Master Mariner; VP Seafarer's Documentation, International Registries, Inc.
Sponsored by Captain Robert F Fay #2245-R
- 3289-A Captain **Alan Hodges** of Green Valley, AZ
Ret. Master Mariner, British MOT Unlimited
Sponsored by Captain Klaus Niem, #2167-R
- 3290-R Captain **Rob Jones** of Severna Park, MD
Ret. Master Mariner; NTSB Marine Investigator
Sponsored by Captain Chris Yearwood, #2963-RP
- 3291-R Captain **David A Leech** of Harmony, FL
First Class Pilot, Biscayne Bay Pilots Association
Sponsored by Captain Timothy Brown, #1494-R

Triple our Membership Drive

Sponsor 3 approved new members and be eligible to earn a free year's membership dues! Ask your Chapter President for more details. Membership applications are available online at www.mastermariner.org or request one from Capt. Liz Clark.

“With repetition
comes good habits,

with good habits
comes good seamanship,

with good seamanship
comes security,

and with security
comes enjoyment,

And after all, isn't that what we're
looking for in the first place?”

— John Rousmaniere

Dear Sidelights

Good Day Capt. Hunziker,

I would like to thank you for taking the time to attend the Annual General Meeting of the Company of Master Mariners of Canada this past weekend. Our common interest in protecting our members from increasing regulatory risk can be very productive in developing positions for onward transmission to IMO through IFSMA as well as through our own governments.

I trust that you enjoyed yourselves in Chemainus and look forward to future cooperative meetings.

Regards,

Capt. Jim Calvesbert

CMMC National Master

Ship pilot in Cosco Busan spill out of prison

“The pilot of a cargo ship that struck the San Francisco-Oakland Bay Bridge, causing a massive oil spill, is out of prison after completing his 10-month sentence. Authorities say John Cota was released from custody on Monday night. Officials have not named the prison where he served his term.

“Cota was piloting the Cosco Busan ship in heavy fog on Nov. 7, 2007, when it sideswiped a bridge tower. More than 50,000 gallons of oil leaked into the bay, contaminating 26 miles of shoreline.

“Cota pleaded guilty to two misdemeanor charges of

illegally discharging oil in the bay and killing thousands of birds. He was sentenced in July 2009. Prosecutors say Cota made several errors that day, including deciding to embark in the heavy fog.” Source : KTVU-TV

What is not made clear in this report is that the pilot was sentenced under the US version of The Migratory Birds Convention Act. An Act where you are automatically guilty as charged - errors of judgment or not! However, are we to take from this that in “heavy fog”, the Authorities are of the opinion that a pilot or master must not get a ship underway or, if underway, immediately anchor?

The Company really should take more interest. Perhaps we should ask the opinion of the Authorities as to what constitutes an “error of judgement” with respect to getting a ship underway in fog?

Alan Stockdale

CMMC Member

☆

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Annual General Meeting

Professional Development Conference

April 27-29

2011 Annual General Meeting

CAMM's 2011 Annual General Meeting and Professional Development Conference will take place April 27-29 in Baltimore, Maryland, at MITAG's Conference Center at the Maritime Institute (CCMIT). The conference facilities include on-site hotel accommodations. Bookings are available now for CCMIT; meeting registration details will be available in the February issue of *Sidelights*, and on the website soon.

We're delighted to announce Congressman Elijah E. Cummings as our keynote speaker for our Friday Gala Dinner. Mr. Cummings is the Chairman of the U.S. House Subcommittee on Coast Guard and Maritime Transportation. Cummings is a supporter of the USMM and asks for CAMM's positions on maritime matters.

IFSMA and the Nautical Institute will hold the first of the 2011 Command Series Seminars preceding our PDC, so plan on arriving a few days early!

2011 AGM Business Meeting Notices

Amendments to the Constitution and By-Laws are due to the committee by December 30, 2010. Please email proposals to committee chair Capt. Chick Gedney at captgedney@mastermariner.org and cc to Capt. Hunziker and Capt. Moore.

Please submit any new views for consideration to the Positions Committee via the online forum www.forums.mastermariner.org or email positions@mastermariner.org.

If you have New Business you'd like added to the agenda, please submit it to Captain Hunziker at capthunziker@mastermariner.org, no later than March 1, 2011. ☆

2011 LALONDE SPIRIT OF THE SEAS

WHO WILL YOU NOMINATE?

Nominations for the 2011 Lalonde 'Spirit of the Seas' award are now open. Nomination forms have been distributed to all regional vice presidents and are available on the CAMM website to download and print. Nomination forms MUST be returned to me by U.S. Mail and must be postmarked by Jan. 15, 2011 to be considered for this prestigious award. The 2011 award will be presented at the 2011 AGM in Baltimore.

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

Mail your nomination forms, along with all supporting documents (six copies of all papers) by January 15, 2011 to:

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

For additional information, applications or guidelines and rules, go to the CAMM website or contact your chapter president or regional vice president. And remember, *All nominations must be postmarked no later than January 15, 2011.* ☆

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CASH Raffle

4 lucky winners take ...

1st Prize 25%
15% 2nd prize
5% 3rd & 4th prize

... of all proceeds

Winner drawn April 29, 2011 at the AGM in Baltimore, MD.
Winner need not be a CAMM member or present to win.
Looks for ticket books in your 2011 dues invoice packet or request on from Secretary Capt. Don Moore.

\$100 each - OR - **\$1000** 12/book

Help Wanted: Watchkeepers

Wanted: CAMM members to fill 11 “look-out” posts, monitoring the publications of various agencies/organizations and specific maritime topics, as described below. One to three people needed per post.

Job Description: Watchkeepers will monitor news releases and report on items that will have an impact on the American seafarer. Monitoring should be done and reports submitted at least once a month. Watchkeepers will also monitor RSS feeds, email notifications, facebook, and/or twitter subscriptions. Reports should contain a brief summary explaining the issue, how/why it impacts American seafarers, as well as provide the link to the original article and any supporting links/documents.

Purpose: To help CAMM monitor the many segments that regulate the maritime industry.

Report information will be used for any action that needs immediate attention to either support or oppose proposed legislation and rules, in developing CAMM positions, and any other literature CAMM utilizes to take action.

Requirements: Must have computer, internet access and email.

Hours: Appx. 2-4 hours per month, more depending on what you find.

Pay: Appreciation from fellow seafarers for keeping a look out for American seafarers.

To Apply: Email positions@mastermariner.org and/or capthunziker@mastermariner.org with the watch post you'd like to fill. Resumés not needed.

CAMM in Action

After being alerted to rule making by the USCG in the eleventh hour that would allow foreign seafarers with foreign licenses and credentials to take American jobs on American flagged vessels, Captain Hunziker submitted the post on the following page on behalf of CAMM.



USCG / CFR Rules:

Monitor www.regulations.gov for rules and comments. Under advanced search, choose agency type USCG. Many USCG proposed rules have a one-month comment period, and should be monitored weekly.

USCG National Maritime Center (NMC)

Monitor www.uscg.mil/nmc news items for all things related to your credentials.

USCG Marine Safety

www.uscg.mil/msib This site lists both proposed and final rules in regards to safety.



US House Subcommittee on Coast Guard and Maritime Transportation

Monitor proposed bills, legislation, statements, hearings, etc.. http://transportation.house.gov/subcommittees/maritime_transportation.aspx



US Senate Subcommittee on Surface Transportation and Merchant Marine Infrastructure, Safety, and Security

Monitor <http://commerce.senate.gov> Follow the link under Subcommittees. Review proposed bills, legislation, statements, hearings, etc..



MARAD

Monitor for news and press releases. Most links to pertinent news are on the home page. www.marad.gov



IMO

Monitor the news at the IMO website. Most news links are under Media Centre, then Press Briefings. www.imo.org



TSA TWIC™

Monitor www.tsa.gov/what_we_do/layers/twic and subscribe to TWIC email news.



EPA and Clean Ports

www.epa.gov and www.epa.gov/cleandiesel/ports. You may also monitor www.regulations.gov for rules and comments. Under advanced search, choose agency type EPA.

Federal Maritime Commission (FMC)

Monitor website for news releases. Under Electronic Reading Room is a link for proposed and final rules. www.fmc.gov

Piracy Several sites may be monitored. Helpful sites are MARAD's Horn of Africa Piracy countermeasures (follow the links from the home page), the ICC Commercial Crime Services Piracy Reports at www.icc-ccs.org, and IMO.

Notice and Request for Comments

On STCW Convention Regulation I/10, Recognition of Foreign certificates

Docket No. USCG-2010-0797

The following is submitted by the Council of American Master Mariners concerning the USCG's consideration of a policy recognizing foreign-issued STCW certificates for employment on certain U.S. documented vessels, as per the notice in the Federal Register (Vol. 75, No. 186/Sept. 27, 2010/p. 59281).

- 1) The Council of American Master Mariners opposes the employment of any and all holders of foreign licenses, certificates, and/or documents on any American flagged vessel. In these hard economic times, it is unthinkable that a branch of the U.S. Federal Government would even consider allowing foreign officers and seaman to take American jobs from American citizens.
- 2) The Council of American Master Mariners recognizes that Congress has previously, erroneously, authorized the employment of foreign seafarers on a restricted basis, for Mobile Offshore Drilling Units and Offshore Supply Vessels operating foreign. C.A.M.M. maintains its opposition to this statute and instead supports the hiring of U.S. Citizens only on ALL U.S. flagged vessels.
- 3) The Council of American Master Mariners maintains that in any limited circumstances, such as MODU's and OSV, where Congress has waived the requirement of U.S. citizenship, the USCG should not recognize any STCW certificate that has not been issued by an accredited authority, which has been vetted by the USCG, to insure standards of competence and training.
- 4) The Council of American Master Mariners maintains that any foreign seafarer that is employed on a U.S. flagged vessel must meet the same requirements that a U.S. seafarer would be required to meet. Namely: the ability to communicate in English, pass a background check, including but not limited to criminal, drug and alcohol, driving record check and the ability to hold a Transportation Workers Identification Credential (TWIC). The foreign seafarer should also be held to maintain the same physical and medical standards that are required of a U.S. seafarer.
- 5) The Council of American Master Mariners requests the USCG to require that any limited acceptance of foreign credentials for employment on limited U.S. flagged vessels, MODU's and OSV's, be so noted directly on the face of the certificate or credential. Furthermore, that any 1. USCG endorsement should also cite the existing limitation to those vessels where the citizenship requirement has been specifically waived by Congress under 46 USC 8103 (b)(3), i.e., "an offshore supply vessel (OSV) [as that term is defined in 46 U.S.C. 2101(19)] that is operating from a foreign port; and mobile offshore drilling unit (MODU) (as that term is defined in 46 U.S.C. 2101(15a) that is operating beyond the water above the U.S. Outer Continental Shelf; and this endorsement does not apply to any vessel operating in water above the U.S. Outer Continental Shelf (as that term is defined in 43 U.S.C. 1331(a))."

In summary, the Council of American Master Mariners is solidly against any expansion of the language of CFR 46 USC 8103 (b)(3) to cover any vessel other than the limited vessels sited therein. Furthermore, that any foreign seafarer, holding a foreign license, certificate, or document, that is to be employed on a U.S. flagged vessel as per item 5 above, be required to meet the same standards of certification and security check as a U.S. seafarer who would be employed in that position.

Captain Calvin C. Hunziker
C.A.M.M. National President

CROSS'D THE FINAL BAR

CAPTAIN EDWARD "FRANK" OLIVER #615-R, USCG-RET.

11/12/1922-8/24/2010

Captain Edward Franklin Oliver passed away on August 24, 2010 at the age of 87. Captain Oliver was born in North Bend, Oregon in 1922. His love of the sea led him at age 16 to work as a seaman on Red Stack Tugs in San Francisco Bay. In 1942, he graduated from the California Maritime Academy. Frank received a Juris Doctor of Law degree from George Washington University in 1971 and was a member of the New York Bar. In 2003, he was the recipient of the California Maritime Academy's first Distinguished Alumnus Award. In 2006, The Council of American Master Mariners awarded Frank the Lalonde *Spirit of the Seas* Award for his universal caring spirit and encouragement to all. Also in 2006, he was named one of the top 100 graduates of Redondo Union High School in Redondo Beach, California.

Frank served in the Merchant Marine in World War II, in all theaters of combat, on troop ships and cargo ships. He participated in the Guadalcanal, Attu and Philippine Island invasions. His first command at the age of 24 was a Liberty ship, the *SS BRET HARTE*.

In 1950 he was commissioned in the U.S. Coast Guard as a Lieutenant and served on cutters and overseas assignments. He was Shipping Advisor to the State Department at U.S. Embassies in Italy, Vietnam and Singapore. During his Vietnam War tour of duty at the Embassy in Saigon, he had a collateral assignment as advisor to the U.S. Navy's Sealift Command. While there, he received a commendation for single-handedly disarming a crazed Captain of an ammunition ship docked in Cam Ranh Bay who was threatening to shoot the chief mate and blow up the ship. The U.S. Army military police had sealed

off the ship and the ammunition pier and flew Captain Oliver up from Saigon to quell the disturbance. Frank was also awarded the Bronze Star, the U.S. Navy Commendation Citation and the



Republic of Vietnam Gallantry Cross.

While assigned as attache at the US Embassy in Singapore, Frank met Judy Potter, a Canadian nursing sister at Gleneagles Hospital. In September, 1974, they were married at the American Ambassador's Residence in Singapore.

His last assignment in the Coast Guard was as Captain of the Port of New York where he had under his command a force numbering over 300 officers and men and 10 cutters. While Frank and Judy resided there on Governor's Island, Alexandra Oliver was born. Frank retired from the Coast Guard in 1976 and Mayor Abraham Beame presented him with a Certificate of Appreciation for his heroic contributions to the City of New York.

He and the family moved to Jakarta, Indonesia, where he was manager of Crowley Maritime Company and from there returned to Singapore. In 1979,

they moved to Bellevue, Washington and from there Frank traveled to the South China Sea to serve as Master of the drill ship *E.W. THORNTON*. He was selected by the Saudi Arabian Government in 1980 to be the Port Director of King Fahd Port at Yanbu on the Red Sea. He and his family spent five memorable years in Saudi Arabia where they had the privilege to travel extensively throughout the Middle East, Europe and Africa. After leaving Saudi Arabia, the Oliver family moved to Vancouver Island in British Columbia, Canada, residing at Grove Hall Estate on Lake Quamichan.

Frank served world wide as a nautical consultant and Master of Admiralty for admiralty law firms and the United Nation's International Maritime Office (IMO). During his service with the United Nations, he supervised projects in India, China, Tanzania and Mozambique.

Captain Oliver was an adventurer in every sense of the word. His 40-year career spanned the globe but he said the most exciting time of his life was when he ran the bulls at Pamplona, Spain in 1962.

He is survived by his wife Judy, his three daughters Beverly Massey, Janet Hunter and Alexandra Oliver, six grandchildren and six great-grandchildren.

In lieu of flowers, donations can be made to one of the following: VFW (Veterans of Foreign Wars), the California Maritime Academy's Maritime History Endowment Fund and the American/Canadian Heart Association.

A symbolic memorial was held aboard the *M.V. COHO* for local friends and family. Captain Oliver's ashes will be interred at the Arlington National Cemetery sometime in the early spring of 2011. This will be a full funeral service with complete military honors. ☆

UP

down

& Inspiring

This past month can be described as a maritime "emotional roller coaster." After so many years, three major events have taken place. Each will have far reaching affects on those of us who are engaged in seafarer welfare.



by Father
Sinclair Oubre
CAMM Chaplain
#3220-A

Up

First, October 15, 2010, was the day that President Obama signed into law the 2010 Coast Guard Authoriza-

tion Act. This bill was long in coming, but it contains three important parts for those of us who advocate for the welfare of the people of the sea.

Section 811, "Seafarers Access to Shore Leave," is a short paragraph but will have a significant impact on the "Dirty Dozen," the approximately 12% of US facilities that just won't get right with the shore leave issue. This section establishes by statute that every facility security plan approved by Coast Guard must have procedures for seafarers to have access to shore leave through the facility at no cost to mariners. The Coast Guard now has the legal authority to make those recalcitrant facilities finally get right, or not have an approved security plan.

Section 902, "Crew Wages on Passenger Vessels," protects seafarers who work on cruise and passenger ships from wage theft, preserves their protection under the "Merchant Seaman Penalty Wage Statutes," while at the same time, protects cruise lines from tens of millions of dollars in penalties that could financially break them.

Section 804, "Fishing Vessel Safety," introduces new safety regulations that will help prevent fishing incidents that endanger crew and rescue personnel.

Down

Second, Monday November 1, 2010, saw the retirement of John Cullather. He was the head Democratic staff person for the Subcommittee on Coast Guard & Maritime Transportation. He began his career on Capitol Hill as a staff person investigating the sinkings of the SS POET and SS MARINE ELECTRIC and dedicated his life to improving the lives of mariners (he was the author of section 811), and improving maritime safety in all aspects of the industry. Then on Tuesday, November 2, 2010, Congressman James Oberstar lost to Congressman-elect Chip Cravaack. Congressman Oberstar did much to promote the maritime industry and seafarer welfare. As Workboat.com noted, "Many friends of the maritime community got booted out of office. Perhaps the biggest loss will be Rep. James Oberstar, D-Minn., a 36-year veteran of Congress who was chairman of the House Transportation and Infrastructure Committee. He was a close ally and big supporter of the inland barge industry, and last year received their top legislative award."

Inspiring

Finally, I was honored to attend the "Fourth Women on the Water Conference," and was inspired by the excitement and enthusiasm shown by the two hundred attendees. I often hear the belly aching about how bad it is going to sea. This conference was personally refreshing. To see more than 50 young women from our maritime academies excited about their future careers, was an inspiration to me, and the work that I do in maritime ministry. In addition,

a number of professional mariners and maritime professionals spoke of their love for their work, and the challenges that they face in incorporating being a wife, mother and professional. However, what was stated by speaker after speaker was that they did what they did because of their love of the sea.

In addition, since CAMM has a campus chapter at Texas Maritime Academy, two TAMUG cadets addressed all the participants on the importance of CAMM, and encouraged all the attendees, especially the cadets and midshipmen, to become part of our organization. Special thanks has to go to Capt. Lane and Capt. Roth for all their hard work in bringing CAMM to the Texas Maritime Academy.

You can get more information on the "2010 Women on the Water Conference" at: <http://www.marad.dot.gov> and follow the links for Women on the Water under Hot Topics. ☆

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Confinement with No Charge Merely Because

He Was a Shipmaster



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

Many a shipmaster said a prayer for Joe Hazelwood during the *EXXON VALDEZ* matter. There but for the grace of God go any of us. Now we have another master vilified merely

not follow the government's bureaucratic advice one is "not cooperating." This is the same government which put a minor leak in territorial waters up against the loss of a ship and major spill and possible loss of the lives of seafarers and decided that the minor leak could not be tolerated. The government chose to ignore the imminent danger of the vessel and her cargo which an ordinary seamen knew would break up and cause the shoreside injury. We are from the Spanish government and are here to help you, Captain, and here is our gift of hubris to you.

Mangouras' vessel breached and leaked into the sea. He is denied port of refuge. His ship breaks and sinks. The oil pollutes the sea, the beach and any life near it. He has done everything in his power to protect the environment. He is not sued. He is arrested and put in handcuffs by the Guardia Civil.

A strong doctrine in law is called equal protection. It means that everyone – ashore or at sea – is treated the same way for the same acts. This is a bedrock right. In Europe now, a shipmaster is judged for bail bond not on what he allegedly did as a criminal act where he was presumed innocent. No, it was on the conjecture and musings of a bush league criminal court at first appearance accustomed to dealing with peeping Toms and burglars. This was all because Capt. Mangouras mastered a vessel; in the court's eyes the injury was large. Therefore exorbitant bail was set in violation of the Human Rights Convention merely because he was a shipmaster. Shipmasters now can expect that treatment in Europe. The Court took away a human right from Capt. Mangouras and likely from all future shipmasters there. Is this wrong? Will it get worse? You can bet on each.

because he was a shipmaster in command during a spill. This is bad and shameful and abusive business.

Capt. Apostolos Mangouras commanded *PRESTIGE* in 2002 when in force majeure — like weather off Trafalgar *Prestige* cracked. She was carrying a cargo of crude oil and began leaking. He was and is a good shipmaster and performed his five duties admirably. He fought to preserve the vessel. He got all his crew off safely without killing or injuring anyone. He tried within his means to stabilize the cargo loss and the vessel's precarious position. He followed his owner's instructions. He exercised his command prerogative in dealing with salvors and the Spanish government. His concern for the environment was such that he asked for relief under the ancient doctrine of port of refuge. Spain denied him because he was leaking. France denied him. Portugal denied him and sent its navy out to interdict. *PRESTIGE* broke in two as one would expect and the Galician beaches were badly polluted.

Bail bond was set at Euro 3.0. Bond should be set within the means of the accused. Capt. Mangouras could not meet bond and was detained as a common criminal. The P&I sprung him three months later on "humanitarian grounds." The Greek government got involved and he came home to Greece. He sued the Spanish government for damages under the legal theory that he was treated improperly in the bond setting. This was because the court did not take into account his circumstances and status as a shipmaster. The appeal went to the highest court for these kind of things in Europe: The Grand Chamber of the European Human Rights Court. It understood his circumstance and his status very well – it denied him.

How did this come about? Perhaps it started with a judge on Long Island who arraigned Capt. Joe Hazelwood after the *EXXON VALDEZ* grounding. The judge came from a family of watermen. His father plied that trade. His office was adorned with a flock of stuffed ducks perched on sticks protruding from the walls. But moreover, it was what he said to the presumed innocent, untried, unconvicted and unpunished Capt. Hazelwood: "*We have not seen this degree of devastation since Hiroshima.*" Hyperbole is no sin from the bench. This

When he got ashore, he was arrested and charged with pollution and "not cooperating" with salvors. For my long-suffering readers who do not understand what that means it is simple: if one does

Criminalization is the making criminal a seafarer for an act which would not be made criminal ashore. Smith manages a tank farm. He hears that a tank has breached from a faulty valve. The oil has breached the berm because of ongoing repairs. It is now oozing its way to town and a wildlife preserve. He does everything in his power to control the situation. Will he be arrested? Likely not. Will his company be sued? Likely so. Will he be sued? Likely so. Will he be made a criminal? No. However, Capt.

Continued on next page >>>

Seamen's shoreside access



by Captain
Dennis L. Bryant
Independent Maritime
Consultant

Since time immemorial, seafarers have trudged across docks and other shoreside facilities to gain access to their ships or to depart on business or liberty.

This right of transit has been extremely important, as it provides the only viable means for most sailors to rejoin their families and friends ashore, or for persons on land to visit the seafarers. Waterfront facility owners and operators accepted this situation as an integral part of their operations. The inconvenience experienced by the shoreside facility was minimal and the importance of this right of transit to the seafarer was priceless.

The equation unexpectedly changed after the horrific terrorist attacks of September 11, 2001 and the subsequent enactment of the Maritime Transportation Security Act of 2002 (MTSA). Vessels and waterfront facilities were required to develop and implement complex security plans. Among other things, the vessels and facilities were required to control access so as to stop unauthorized personnel from entering the vessel or facility without a proper escort. It was immediately apparent that providing escorts for every seafarer wanting to exercise his or her traditional right of transit across the waterfront facility would prove costly under the new security regime. The same would hold true of persons such as representatives of seamen's welfare organizations and maritime labor unions.

Close examination of the MTSA and the implementing regulations promulgated by the US Coast Guard revealed

that the waterfront facilities had no legal obligation to honor the seamen's traditional right of transit. Many facilities developed protocols allowing for the right of transit, but some did not. Vessels docked at those facilities found it difficult, if not impossible, for persons on board to gain access to shore. Some facilities required seafarers to apply for transit and then charged heavy tariffs to fully cover any and all costs incurred, such as the time expended by the facility escort officer and administrative fees. As a result, seafarers seldom, if ever, exercised their right of transit at those facilities. Morale suffered. A seafarer who needed to get ashore to check on a sick family member or who just needed some time ashore to refresh himself found it almost impossible to do so. Seafarers and maritime representatives complained. The Coast Guard tried, with some success, to cajole or pressure waterfront facilities into easing the process for seafarers to exercise the right

of transit, but some facilities continued their strict policies.

Now, Congress has acted. Included in the Coast Guard Authorization Act of 2010 (H.R. 3619), at section 811, is the following:

Each facility security plan approved under section 70103(c) of title 46, United States Code, shall provide a system for seamen assigned to a vessel at that facility, pilots, and representatives of seamen's welfare and labor organizations to board and depart the vessel through the facility in a timely manner at no cost to the individual.

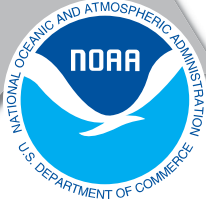
President Obama signed this measure into law on Friday, October 15. Many security plans come up for their regular review in February 2011. Those plans may not be approved by the Coast Guard unless they adequately address the seafarer's traditional right of transit. This remedial measure has been a long time coming, but is now at hand. ☆

Cartner >>> Cont'd from page 17

self-described witness to the deaths of 180,000 persons (DOE estimate) holding local criminal court set bail bond at \$2 million for two fairly minor misdemeanors. It was not for what Capt. Hazelwood was charged with – it was judicial vengeance of a conflicted judge in violation of Capt. Hazelwood's Constitutional right to reasonable bail. The bail was unlawfully punitive because of Capt. Hazelwood's status as shipmaster. The bird judge tried, convicted and punished a shipmaster in his head then hid behind the pious words of the law – just as the European court did using the same reasoning.

Do you still want your son or daughter to grow up and be a shipmaster? Many retired masters cannot be paid enough to go back. Would you? I would not. I will tell my grandchildren to be cowboys or gamblers or even judges – anything but plying the most ancient and honorable profession in the world: shipmastering. ☆

Capt. Dr. John A. C. Cartner is a practicing maritime lawyer in Washington, D.C., a former shipmaster who maintains his license, and the principal author of "The International Law of the Shipmaster" (2009 Informa/Lloyds, www.shipmaster-law.com.)



Arctic Navigation

By CDR Michael Hendersen, #3239-A
Navigation Manager – S.FL & U.S.
Caribbean

The maritime industry is preparing for major shifts in navigation, due to the improvements at the Panama Canal. For a longer view of maritime changes, the world is looking northward as well.

The last thirty years have seen a significant retreat in Arctic sea ice, currently allowing for over a month of navigable water through the Arctic Ocean. As Arctic ice recedes, countries are looking forward to faster sea routes across the top of the world. A transit between Vladivostok and Rotterdam, using the northern route, can save approximately 10 days and \$300,000 per ship. Alternately, the voyage is nearly 11,000 nautical miles through the Pacific, Indian, and Atlantic Oceans – including transits through the Suez Canal and the Mediterranean Sea.

The reductions in ice coverage, seen over longer periods, have resulted in a doubling of vessel traffic in the Arctic since 2005. Mounting cargo demands, emerging resource development, and the growing popularity of ecotourism add to burgeoning interest in the region.

NOAA is working now, on several fronts, for the new era of Arctic navigation.

U.S. joins Arctic Regional Hydrographic Commission

On October 6, 2010, NOAA led a U.S. delegation that formally established a new Arctic Regional Hydrographic Commission with four other nations. The commission, which also includes Canada, Denmark, Norway, and the Russian Federation, will promote cooperation in hydrographic surveying and nautical chart making.

The problem is that many Arctic nautical charts are out of date or nonexistent. Inadequate charts pose a significant risk

to marine safety, and could potentially lead to loss of life or environmental disaster.

NOAA issues draft U.S. Arctic Nautical Charting Plan

NOAA's Office of Coast Survey recently drafted a nautical charting plan devoted exclusively to the U.S. Arctic.

NOAA is sharing the draft plan with other government partners, including the U.S. Navy, National Geospatial Intelligence Agency, and the U.S. Coast Guard, and will solicit comments from both industry and the public. (Send an email to michael.henderson@noaa.gov to get a PDF copy of the draft.) The draft provides detailed plans for additional nautical chart coverage in U.S. Arctic waters and describes the activities necessary to produce and maintain the charts. The final plan is slated for completion in May 2011.

The U.S. Exclusive Economic Zone includes 568,000 square nautical miles of U.S. Arctic waters. About a third of U.S. Arctic waters are navigationally significant. The majority of charted Arctic

waters were surveyed with obsolete technology dating back to the 1800s. Most of the shoreline along Alaska's northern and western coasts has not been mapped since 1960, if ever, and confidence in the region's nautical charts is extremely low.

NOAA surveys high transit areas

Responding to a request from the U.S. Navy, U.S. Coast Guard, Alaska Maritime Pilots, and the commercial shipping industry, NOAA sent one of its premier surveying vessels, NOAA Ship *FAIRWEATHER*, to detect navigational dangers in critical Arctic waters that have not been charted for more than 50 years. *FAIRWEATHER*, whose homeport is Ketchikan, Alaska, spent July and August examining seafloor features, measuring ocean depths and supplying data for updating NOAA's nautical charts spanning 350 square nautical miles in the Bering Straits around Cape Prince of Wales. The data will also support scientific research on essential fish habitat and will establish new tidal datums in the region. ☆

NOAA issues special collection of Civil War charts

In honor of the 150th anniversary of the Civil War in 2011, NOAA has assembled a special historical collection of maps, charts, and documents prepared by the U.S. Coast Survey during the war years. The collection, *Charting a More Perfect Union*, contains over 400 documents, available free from NOAA's searchable database at <http://www.nauticalcharts.noaa.gov/history/CivilWar>.

Coast Survey's collection includes 394 Civil War-era maps, including nautical charts used for naval campaigns, and maps of troop movements and battlefields. Rarely seen publications include Notes on the Coast, prepared by Coast Survey to help Union forces plan naval blockades against the Confederacy. Annual report summaries by Coast Survey Superintendent Alexander Bache

explain the trials and tribulations of producing the maps and charts needed to meet growing military demands.

In his annual report on Dec. 15, 1861, Bache noted that distribution of maps, charts, and sketches almost tripled that year "due to the demands of the War and Navy Departments." However, because the Coast Survey could not easily ascertain the loyalties of private citizens, private distribution of maps was severely restricted among "applicants who were not well known having been referred to the representative of the congressional district from which the application had been mailed."

Today, anyone can obtain the maps, charts, and sketches with a click of a mouse. ☆

America's Marine Highway Initiative

U.S. Transportation Secretary LaHood Announces \$7 Million in Grants to Jumpstart America's Marine Highway Initiative

MARAD Press Release, DOT 176-10
Sept. 20, 2010

WASHINGTON – U.S. Transportation Secretary Ray LaHood today announced \$7 million is being awarded to the Mississippi Department of Transportation, the Virginia Port Authority and the Tennessee-Tombigbee Waterway Development Authority to support the transportation of marine cargo between U.S. ports. The announcement comes just five weeks after unveiling the America's Marine Highway program, a new initiative to move more cargo on U.S. waterways.

The money will help expand an existing marine highway operation in the Gulf of Mexico between Texas and Florida and one on the East Coast between Richmond and Hampton Roads in Virginia. The money will also help start an entirely new all-water service on the Tennessee-Tombigbee Waterway between Itawamba, Mississippi and the Port of Mobile, Alabama.

"These projects demonstrate how water transportation can help solve some of our toughest transportation challenges," said Secretary LaHood. "Transporting goods by water will let us reduce congestion and greenhouse gas emissions."

"This is a key opportunity to demonstrate the benefits and viability of moving freight on the water," said David T. Matsuda, Maritime Administrator. "These grants will help a long overlooked means of transporting goods finally grow."

Projects receiving grant funding are:

The Cross Gulf Container Expansion Project (Sponsored by: The Ports of Brownsville, Texas and Manatee, Florida). The Cross Gulf Container Expansion

Project between Brownsville, Texas and Manatee, Florida along Marine Highway Corridor 10 is awarded \$3.34 million to help modify two barges and purchase equipment that will result in diesel fuel savings of nearly 70,000 gallons per one-way trip, 2.7 million gallons each year and save 18 million miles annually.

The James River Container Expansion Project (Sponsored by: The Virginia Port Authority). The James River Container Expansion Project is



awarded \$1.1 million for the purchase of two barges on Marine Highway Corridor 64 that is already eliminating 6,000 trucks from local highways will remove gridlock from some of the 130,000 trucks traveling between the Hampton Roads container terminals and rail terminals. The existing container-on-barge service between Hampton Roads and Richmond, Virginia will grow to three sailings each week by increasing the frequency of service and starting a new inter-terminal barge shuttle between terminals in Hampton Roads.

The Tennessee-Tombigbee Waterway Pilot Project (Sponsored by: The Port of Itawamba, Mississippi). The Tennessee-Tombigbee Waterway Pilot Project on Marine Highway Corridor 65 is awarded \$1.76 million to help purchase and modify nine barges for a new container

transportation service on an all-water route between the Port of Itawamba, Mississippi on the Tennessee-Tombigbee Waterway and the Port of Mobile, Alabama eliminating more than 4,400 truck trips each year.

An additional \$800,000 will be used to help further study potential marine highway concepts around the country.

West Coast Hub-Feeder and Golden State Marine Highway (\$275,000): The West Coast Hub-Feeder concept proposes services along the U.S. West Coast between Southern California and the Pacific Northwest, including ports along the route. The Golden State Marine Highway Initiative proposes services along the California Coast and calling on thirteen ports between Crescent City and San Diego, California.

Illinois-Gulf Marine Highway Initiative (\$275,000): This initiative proposes container-on-barge services between Peoria, Illinois and Gulf Coast seaports, creating a new container shipping option between these regions.

East Coast Marine Highway Initiative and New Jersey Marine Highway Platform (\$250,000): The East Coast Marine Highway Initiative proposes to begin a coastal marine service paralleling Interstate 95 and serving areas including Port Canaveral, Florida; Baltimore, Maryland; and New Bedford, Massachusetts, and potentially other East Coast ports as the effort evolves. The New Jersey Marine Highway Platform proposes expansion of water transportation to help move the significant volumes of freight within New Jersey and along interstate routes between ports along the Eastern Seaboard as well. ☆

Ship-To-Ship LNG Transfer

A high level overview of LNG Ship-to-Ship (STS) transfer developed by Excelerate Energy L.P. and Exmar NV



*submitted by
Capt. Mark K. Lane
Sr. VP Operations
Excelerate Energy L.P.*

The ability to carry out STS transfers of LNG from standard LNG carriers (LNGCs) to LNG regasification vessels (LNGRVs) prior to or during the delivery of natural gas into local distribution systems, whether via a Gateway® or GasPort® facility, optimizes the regasification capabilities of the LNGRVs.

Excelerate Energy L.P. and Exmar NV have developed a proprietary LNG STS transfer system using flexible cryogenic hoses, 'dry-break' emergency release couplings and other control systems which replicate, in all respects, the conventional LNGC-LNG Terminal cargo transfer.

All equipment utilized in the LNG STS process is type approved by Classification Societies and 'Fit-for-Purpose' by industry and international standards. The LNG STS transfer system has also been accepted by major P & I clubs.

A fundamental component of the LNG STS transfer program has been decision making processes and management of change based upon quantitative risk assessment study and continuous improvement principles. Prior to STS LNG cargo transfer, a standard risk assessment is carried out for the vessels nominated for the operation. Key to this assessment is a study of the

compatibility of the two vessels, with checks on a variety of aspects such as manifold arrangements, the positioning of the hose support saddles and the mooring configuration to name a few.

The receiving vessel in the STS operation shall be one of the Excelerate Energy Bridge™ regasification vessels (LNGRVs). The delivery vessel can be either an LNG carrier from the Excelerate / Exmar fleet or a third-party LNGC provided by another shipowner. All concerned parties are usually involved in the initial and subsequent risk assessment and vessel compatibility study to ensure transparency of information and process management.

Specialized cryogenic hoses are utilized to transfer the LNG between the two vessels with custom-designed hose saddles, developed by Exmar, to distribute the weight of the hoses evenly on the manifolds of the vessels, maintain the minimum bend-radius of the hoses and to ensure a proper catenary shape that allows unimpeded flow through the hoses during transfer operations.

Excelerate and Exmar have developed mooring and hose-handling manuals as



part of the overall portfolio of quality controlled documentation governing STS transfers and the operation of LNG regasification vessels. Third-party vessels being considered for LNG STS transfer operations shall be provided with the necessary manuals and documentation well in advance of the LNGC reaching the rendezvous point for the STS operation.

If a third-party ship is nominated to deliver a cargo to the LNGRV, two Excelerate / Exmar LNG STS superintendents shall join the LNGC after the mooring operation is completed, in order to assist with STS equipment rigging, hose connection and other aspects of the cargo transfer operation. The condition of the LNG cargo on the delivery vessel is monitored prior to the transfer through daily recordings of pressure and temperature. The saturated vapour pressure of the LNG at transfer has to be low enough to prevent an unacceptable level of pressure build-up in the receiving



LNGRV's cargo tanks.

Excelerate shall utilise four different methods for STS transfers of LNG as follows:

- 1) Double-banked adrift, as has been done in the Gulf of Mexico.
- 2) Double-banked at anchor, as has been done at Scapa Flow and Aruba.
- 3) Double-banked moored at a GasPort jetty, as has been done at Bahia Blanca.
- 4) Double-banked moored to a Gateway STL buoy

In the STS operation described below, cargo is transferred between two ships double-banked and drifting in the Gulf of Mexico with benign environmental conditions existing. The various steps involved in the procedure are itemised in Table 1, right.

For an STS transfer with the vessels adrift, a location is chosen for the STS transfer operation which shall allow adequate sea room for the length of the operation with the vessels adrift.

Prior to mooring the laden LNGC decreases speed and maintains a constant heading, leaving the receiving LNGRV to make the final approach at low speed. A support vessel in attendance provides the LNGRV with the pneumatic fenders that are utilised to maintain sufficient space between the vessels when moored together. A mooring master shall be onboard the LNGRV to assist with the mooring of the two vessels. The approaching LNGRV has two thrusters in the bow and one astern to assist in manoeuvring for the final approach. This is an important consideration as there are no tugs in attendance during a drifting STS operation.

Prior to mooring the masters of the delivery LNGC and the receiving LNGRV shall establish communication via VHF radio and exchange key information via e-mail. The two vessels work with an LNG ship/shore checklist developed by the Society of International Gas Tanker and Terminal Operators (SIGTTO) and adapted for this particular operation.

If the sea state is acceptable, i.e. if the

wave height and period are within agreed limits, the final approach shall be made and the two vessels shall be moored together. Mooring wires and Dyneema mooring lines are utilized to connect the two vessels according to a specified pre-planned mooring arrangement.

Sea state is a critical factor in this operation as rough seas can lead to cargo sloshing which, at certain liquid levels in the cargo tanks, increases the risk of damage to the cargo containment system of some LNGC. Excelerate and Exmar have established a rule whereby meteorological conditions are closely monitored. If the sea state is expected to worsen, the liquid levels can be adjusted to safe conditions within 5 hours. This allows sufficient time for the STS operation to be halted and the vessels separated prior to reaching an unacceptable situation.

These aspects are discussed at the pre-cargo-transfer safety meeting which brings all relevant officers together to discuss the upcoming operation and contingency measures. Personnel transfer baskets are utilised to transfer personnel between vessels.

The superintendents appointed to coordinate the LNG transfer operation

Continued on next page >>>

Table 1 - STS transfer time log (hrs)

Rigging fenders	1.0
Approach manoeuvre	1.0
Mooring	1.5
Pre-transfer safety meeting	1.0
Connecting hoses	2.5
Hose purge and cooldown	2.0
Emergency shutdown test	0.5
Cargo transfer	26.0
Hose drain and purge	2.0
Disconnect hoses	2.0
Letting go mooring lines	1.0
Separate vessels	0.5
Recover fenders	1.0
Total duration of STS transfer	42.0



LNG >>>Continued from page 21

supervise the connection of the eight 8-inch diameter hoses, six of which are for LNG and two for cargo vapour return. The hoses are then purged with nitro-



gen and cooled, a process which takes approximately two hours. Following completion of hose cooldown, the functioning of the quick release drybreak couplings on the hoses and the overall emergency shutdown system is tested.

On completion of these procedures, cargo transfer is ready to commence. An overall cargo transfer rate of approximately 5,000m³/hour is most appropriate. This is approaching the maximum rate the overall system can accommodate,

while flow rates lower than 5,000m³/hour provide more opportunity for the LNG to collect heat during the transfer. As pressures in the cargo tanks in the receiving LNGRV are critical throughout the transfer operation, it is this vessel which is the ultimate arbiter of the flow rate through the hoses.

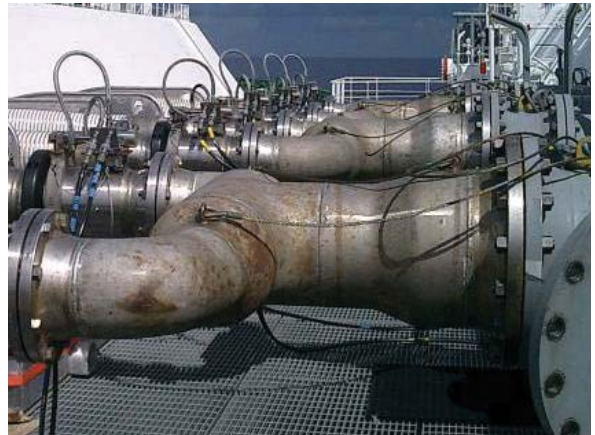
A water curtain and water bath arrangement protect the manifolds and hull steelwork from possible leaks of LNG during the transfer process. Since the hose length between the vessels is made-up of one continuous length there are no flanges between the vessels and therefore any leak is quite unlikely.

Following completion of cargo transfer, which takes approximately 26 hours, the hoses are drained, purged and then disconnected. If the delivery vessel is a third-party ship the superintendents shall assist with the hose disconnection procedure.

When time for unmooring the vessels, a toggle and pin arrangement is employed in order to assist with the release of

the mooring lines between the two vessels prior to vessel separation. All the equipment unique to LNG STS operations, including cargo hoses and mooring lines, are kept onboard the LNGRV and have been subject to routine tests and inspections prior to and after each use.

Accelerate and Exmar have carried out 6 open-water and 20 in-port LNG STS operations transferring a total of more than 3.2 million cubic meters of LNG. Their pioneering experience is being incorporated in the new industry standards currently under development for this operation. SIGTTO is currently preparing LNG STS transfer guidelines and



both Accelerate and Exmar staff have played a key role in the drafting work. Another relevant document is European Standard EN 1474-2 governing LNG STS hose transfer systems based upon work product from Accelerate, Exmar and their key STS equipment vendors. Now finalised, this standard is awaiting ratification.

These standards, along with the experience of Accelerate and Exmar, are adding to the credibility of the relatively new practice of commercial transfer of LNG between vessels, both at sea and at dedicated market access points, utilising cryogenic transfer hoses. ☆

Photos courtesy of Accelerate Energy.

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Citadel – It’s not just a military college in South Carolina anymore

Best Management Practices are effective against Somalia’s pirates



by Will Watson
#3256-A

off the Horn of Africa.

Everyone recalls the value of a citadel – or protected area – when the *MAERSK ALABAMA* was boarded by pirates. The crew managed to remain safe while frustrated pirates abandoned the US flagged ship in a stand-off that ended when US Navy Seals shot and killed two pirates and rescued the hostage captain.

But in recent weeks, BMPs have become increasingly effective. Numerous vessels that reported that pirates have passed their vessels by once they spied razor wire along the railing or other defensive measures. Other ships have outrun pirates with the use of evasive tactics ... although in some cases, frustrated pirates still fired bullets and grenades at ships that managed to slip away. The most effective strategy seems to continue to be the use of safe rooms – where crews lock themselves in a protected space, usually in the bowels of the ship. In some cases, the tactic gave navies the time needed to reach and board the attacked ship and in others, the tactic simply frustrated pirates who then departed the ship.

In early September, the crew of the boxship *MAGELLAN STAR* sought refuge in a citadel area as pirates boarded their ship in the Gulf of Aden. The attack occurred despite the facts that the ship was within

the internationally recommended secure corridor and that naval vessels were nearby. Once aboard, the pirates reportedly took control of bridge controls and began steering the ship toward Somalia. A day later, understanding that the crew was secure and out of the range of any crossfire, US Marines boarded the ship, captured the pirates without firing a shot and rescued the crew.

Later in September, it appeared that pirates had successfully captured the Greek-flagged cargoship *LUGELA*. But, in this case, not only did the crew secure themselves in a citadel, but they also deactivated navigational controls so the pirates couldn’t move the vessel. In this case, the pirates abandoned the ship after a day and after vandalizing the ship in frustrated rage.

Then, in early October, the Marshall Islands-flagged *ARDMORE SEAFARER* was boarded by pirates some 600 n-miles southwest of India. The crew sought refuge in a protected area that had been provided by the owner and remained there for 14 hours. The pirates fled before the military could reach the ship.

Other tactics

The use of a citadel area is usually a last resort once boarding by pirates seems inevitable. Other ships have found that other tactics have been effective. In early October, the Greek *VLCC STAR II* came under fire from pursuing pirates. The bridge crew took evasive maneuvers

and radioed for help. A German frigate dispatched a helicopter which forced the pirates to abandon their attack.

So far this year, at least six vessels have been boarded by pirates – only to have the criminals depart within a day or two, empty handed. In February, the North Korean cargoship *RIM* was boarded. But the crew attacked the pirates, reportedly killed at least one and capturing the others in a bloody firefight. While this tactic is not among recommended best practices, it does show the lengths that seafarers are willing to go to avoid capture and protracted imprisonment until ransoms are paid. Detention times for captured ships ranges from 50 to 160 days and the average time crews are held is just over four months.

In the case of US-flagged vessels, a separate set of rules apply. A classified US Coast Guard NVIC (Navigation and Vessel Inspection Circular) dictates specific counter-piracy strategies that include the use of arms aboard. But guns aside, the generally accepted BMPs are gaining more respect as greater success is seen in their application. Security experts remind owners, operators and mariners that the BMPs are not a menu where one or two may be used to the exclusion of others. It’s important to follow all the rules that range from registering with naval forces in the region to navigating through approved routes to hardening of ships. ☆



USS DUBUQUE lays off the containership *MAGELLAN STAR* in early September after US Marines rescued the crew from pirates. US Navy helicopters are seen flying cover.

Photo: US NAVY

The Looming Maritime Threat



by Captain
James K. Staples
#2405-R

The hum of the diesel engine, combined with the high frequency whine of the radar sets, continuous chatter on the VHF radio and DSC alarms going off every few minutes. So far just another normal watch in the Persian Gulf on a haze filled night. It's 00:30 in the morning and you have just relieved the watch, the ship is heading back to Japan with 270,000 tons of crude oil. The air conditioning units are struggling to keep the wheelhouse cool with condensation pouring down the windows. The haze is so thick it reminds you of a New England fog on Georges Bank. Visibility is poor; it's a half mile at best. Traffic is minimal and high speed small craft dart back and forth as they smuggle their goods from Iran to the Arabian peninsula. You have plotted all potential risk targets and it now looks safe to ease into the traffic lanes. The Straits of Hormuz are just ahead and you know once you clear Hormuz you will be homeward bound. As you start to shape up for the lanes you notice that the fast container ship over taking you on the port side close aboard has altered her course. You grab the binoculars to have a look when suddenly a bright burst of light catches your attention on the starboard side. The vessel is violently rocked, books fall from their shelves and engine alarms register on the panel as audible alarms start to sound. The bridge phones start to ring as you try to figure out what

just happened. You check your position to reassure your self that you have not struck something or run aground and the vessel is where she is supposed to be. The quartermaster lets you know he has steering and you can still hear the hum of the engine, so propulsion is still intact. You have made this transit two dozen times and all seems as it should be. The radar sets show no evidence of collision; the container ship is well clear and continuing on. The violent shaking of the vessel has awoken the Captain who is now on the bridge and taking command. The watch officer tries to figure out what in the world just happened. The passage way below the starboard bridge deck has sustained damage and the starboard lifeboat is missing. The engine room reports plate indentation on the starboard side above the water line. What has just happened? The alarms are ringing and the crew is mustering. Is any one hurt or



MV Limburg off the coast of Yemen in Oct. 2002 marks al-Qaeda's first successful strike against an oil target.

missing? How much damage have we sustained? Are we sinking? Are we on fire? Just a few of the questions going through the Captain's mind at that time early in the morning.

What we have was the latest terrorist attack on a merchant vessel. As the day progressed and the vessel made her way to Fujairah for a full investigation; news reports already started hitting the airwaves. We hear reports of a rogue wave, maybe a collision with a submarine and a few reports of a possible terrorist attack which the owner has suggested. Piracy was even mentioned as a possible motive at one point. As I spoke with maritime

organizations that day my opinion at that time was the possibility of a terrorist attack was probable. I was very skeptical of the rogue wave scenario and it certainly did not look like collision damage from a vessel at sea speed.

The maritime industry must look at the real possibility that the terrorist network will eventually be successful on an attack with water born improvised explosive device (IED) on a merchant vessel. Terrorist have attacked the U.S.S. *COLE*, *M.V. LIMBURG* and now the *M.V. M STAR*. We know of the failed attack on the U.S. Navy vessel *THE SULLIVAN'S*. We do not know all the attempted attacks and failures on merchant vessels and I would guess we will never know. As we saw with the world trade towers, attempts were made and failed until that fateful day Sept. 11, 2001. Terrorism succeeded that day and changed the world forever. At what point do we as a maritime industry look at the threat of a terrorist event and move in the direction of keeping mariners and vessels safe from possible water born IED? Many articles state that maritime experts have actually said tankers are hard to hit when moving and almost impossible to sink.

Of any targets at sea, a moving tanker is a very slow easy target when she is in a laden condition. With limited maneuverability and her turning radius large and slow. Granted she is double hulled, but as we saw with the *M.V. M STAR*, the terrorist went after her engine room area where most vessels are not double hulled and can be holed very easily. The engine room is a very large floodable space. The well planned water born attack will have multiple small, high speed vessels laden with very high explosive shaped charges that will not only severely damage the vessel causing major stability problems, fire, flooding, but will also cause a spill of enormous proportions. The attack will happen in



a choke point as we saw with the *M.V. M STAR* or as the vessel makes an approach to a port or offshore loading facility similar to the *M.V. LIMBURG*. We have already had loss of life in the attack against military and merchant vessels. The *U.S.S. COLE* had a well trained crew on board; she had the added advantage of being a combat vessel and built for that reason. She was built to be able to sustain an impact explosion and survive to fight another day. She sustained heavy damage and 17 sailors lost their lives that day. Merchant vessels do not have that luxury and it is that reason that we must look at this new threat and take it seriously. The *LIMBURG* did not sink, although she was a total loss and only one sailor perished. The tanker *M STAR* was fortunate. She sustained some plate damage and minor injuries, but just as we witnessed with the towers in 1993, the towers had sustained damage in the lower levels with multiple injuries in previous attempts. Did we ever think, imagine or anticipate that a frontal attack from the skies with civilian airlines would ever happen? A few in the intelligence networks knew this was possible and could happen as it eventually did. Yet we still were not prepared for what happened that fateful day.

Attacking merchant vessels by water born IED is a real threat. It is an imminent threat and must be taken seriously. It has been suggested and printed (Wall Street Journal September 11th 2010 edition) that Al-Shabab has gotten into the pirate business and has set its goals on attacking merchant vessels as Sea Jihadist. Some experts will say this is happening; some will say that there is no connection between piracy and terrorism. This possibility exists and we should be preparing for it now. With the recent trial in the United States involving the *U.S.S. ASHLAND*, we still have debate over what a pirate is. A judge threw out the charge of piracy against the first individual to be brought to trial. If we cannot even prosecute one pirate on piracy charges or even decide what a pirate is

then how can we say that terrorists are not involved in piracy? Are pirates just pirates or do they also smuggle weapons, drugs, and people? To think that a terrorist organization would not be involved in this somewhere would be irresponsible. With the possibility of terrorist involvement, we as an industry can no longer guarantee the safety of a crew as they are being held hostage off Somalia or at sea. We must look at the terrorist-pirate threat as a way to support their fanatic way of life as other money generating enterprises dry up for the terrorist organizations.

How long can the owner and operator expect merchant seaman to transit this part of the world before the mariner actually does boycott? What would it



Oct. 12, 2000 USS Cole attack in Yemen.

Imam Anwar al-Awlaki in Yemen October 2008. Awlaki is designated pursuant to Executive Order 13224 for supporting acts of terrorism and for acting for or on behalf of al-Qa'ida in the Arabian Peninsula.



Photo: Muhammad Us-Dien

possibility of water born IED make it probable. Whether it happens or not only time will tell, but these extremist are patient, persistent and resilient until they complete their mission.

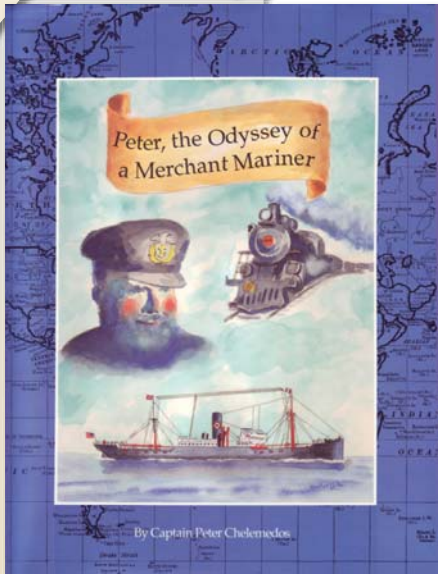
Yemen is the new center of the universe for al-Qaeda and future instability could expand lawlessness in the region. It's only getting worse and the instability will only draw al-Qaeda affiliates and allow them more room to operate. The Navies of the world can not stop piracy; how can they ever be expected to stop a terrorist attack?

Most owners and operators take the chance and risk being involved in doing business in that part of the world. They only rely on the Best Management Practices. The industry has published the Best Management Practices 3 (BMP), an evolving document believed to help ward off a pirate attack. BMPs are a very good idea and I applaud industry for putting Best Management Practices into play. BMPs are simply just good seamanship which the majority of well trained and competent Masters would do anyways. What BMPs fail to do in today's world with the current threats faced is to protect the mariner from a waterborne attack as we have witnessed with the recent attack on the tanker *M STAR* and the past attack on the *M.V. LIMBURG*. So we must ask ourselves, what kind of changes are in store for the mariner in the next few years concerning terrorism and piracy? Safety, training and security will and should always be at the forefront of each mariner and ship owner's voyage to alleviate the looming threat of maritime terrorism and piracy. We need a solution before we have another major world event. ☆

Photo: US Navy

take to shut down the Straits of Hormuz or Bab-el-Mandeb? Have extremists thought about this? These are some of the pending questions I ask myself on a regular basis.

A well known terrorist, Said Ali al Shiri, a Gitmo released terrorist also known as #372 and member of Al-Qaeda Arabian Peninsular (AQAP), has stated that they should reclaim Bab-el Mandeb and attack shipping. The Arabian Peninsular is filled with Yemeni Mujahedeen, with the likes of Anwar al Awalaki and Nasser Abdul Karim Al-Wuhayshi, to mention a few unsavory characters. These entire terrorist groups are capable of putting together an attack on vessels that would cripple shipping and possibly shut down the Suez Canal, hurting Egypt and the region economically. The straits of Bab-el Mandab see over 3 million barrels of oil pass through it every day. The straits are narrow with heavy traffic and the



by Captain
Peter Chelemedos
#1671-R

Peter, the Odyssey of a Merchant Mariner

Chapter 3: Farther Eastward April-May 1938

and rode on out again. At Houston, I was joined in my car by another rider.

Our next switch yard was Lafayette, Louisiana. I hadn't eaten since leaving Tucson, and was getting pretty hungry and listless. My companion noticed it and asked me why I didn't "hit up" a house for something to eat. I told him I couldn't do that as I was supposed to be independent (I couldn't admit I didn't have the nerve). He told me I shouldn't let my independence interfere with my health, and walked me up the street from the yards.

Since it was about five in the afternoon, he told me to walk up the street on one side looking into the houses, and he would walk the other side. When I saw a family eating dinner, I was to call him. When I spotted a couple eating and called him, he told me to sit by the light pole and watch. When they finished, chances were that the man would take his newspaper to the front porch while the woman would clear the table. When she did, I was to knock at the back door and tell her I hadn't eaten in over a week and ask her if she had anything left over from their supper.

I did as he advised. When I told my story, the woman looked me over, then told me to go around to the front porch. Her husband was settling in the rocker with the newspaper when I came up the steps. He asked me what I wanted, and I told him his wife was getting me something to eat. She brought out a washbowl-sized dish of rice and beef stew, a loaf of french bread and a dipper of water. To this day, I can remember watching the sun set over Lafayette as I ate my way through this banquet.

What I couldn't eat at the time was wrapped in newspaper and I rode on

to Gretna, Louisiana, that night with the warmth of this package close to me. Around midnight, I started to unwrap it to eat more, but the grease from the stew had soaked into the newspaper. I tore off the dry paper and ate the rest, newspaper and all.

When the train was broken up at Gretna, I walked over the Huey Long bridge into New Orleans during the early morning hours, and down past the Louisville & Nashville station to catch a train eastward to Mobile, Alabama.

That train was a slow one, but I got a chance to rest from the twelve-mile walk of that morning while I watched the scenery of the Gulf Coast pass by. When the train went onto a siding at Mobile, I saw a Norwegian freighter, the *FERNBANK*, at a nearby pier. I went over to it and found the crew hospitable. They fed me boiled potatoes and boiled fish for a week or so while the ship was being loaded with pig iron for Japan.

I translated their broken English as best I could as they tried to make conversation with the barmaids. They tried to talk the mate into signing me on the crew, but since I couldn't speak enough Norwegian to understand orders, he wouldn't hire me.

When they sailed, I wrote down the name of one of the seamen, Dagfern Anderson, and then went back to the freight yards and rode north again as far as Louisville, Kentucky.

I got to thinking about the hospitality of that ship's crew and thought it would be a good idea to return to Mobile to try to get a job on a ship from there.

On the return trip, I was in the reefer end of a potato car and fell asleep. When we arrived in Birmingham, I was wak-

Continued on page 29 >>>

After the Easter stint at Western Union, I went down to the railroad yards at Tucson to wait for the afternoon train eastward. While waiting, I got to talking with a hobo. This hobo made a production of showing me a new switchblade pocketknife and how it worked. Another hobo came along, and the first one had me bet the second that I could open the knife without touching the blade. I concealed the button of the knife, but try as I might I couldn't open it and the two of them walked off with my five dollars.

I rode out on the train that night, across Arizona and New Mexico, and got off as we approached the yards at El Paso, Texas. I walked around the freight yards, since the word was out that the "bulls" on the Southern Pacific would shoot at riders on their freights. Since the Texas Pacific used the same main line, I went over to ride the Texas Pacific freight out of town. I got off at Fabens and waited there for the Southern Pacific to ride on down to San Antonio toward New Orleans.

Since I was familiar with the yard at San Antonio, I again climbed the tree in the middle of the yard, and again was the only one to ride out on the evening freight. This time I didn't get off at Seguin, but stayed in the dry reefer car

"The Jungle" by Peter Chelemedos - inspired during a bumpy train ride to San Antonio

The path through the underbrush
Led to an unexpected clearing
At the edge of the scrub woods.
The group of men, sitting
On fallen logs,
On rocks,
And on the ground
Leaning against their bindles,
Were watching,
Watching the large,
Dented,
Square
Five-gallon can boiling
Over the smokeless fire.

Peter said, as he approached
And had a look at the boiling can,
"Hi, guys, I've brought onions
And carrots for the mulligan."
A gaunt old man sitting close to the fire
Reached for them and,
Along with Peter, shaved the sand
From them and sliced the carrots and onions
Into thick slabs before dropping
Them into the boiling can.

Then he gave the fire a little poke.
Peter found a seat and rolled a smoke
From remnants of tobacco from a sack
That had "Bull Durham" in letters black.
The aroma of the stew drifted over the crew
Of men who were gathered there.

All of them listened and cocked an ear
Listening for the far-off sound.
The sound of the train
Whistling for the crossing in the nearby
town.
A whistle that would tell them clear
The eastbound freight was coming near,
And would soon be coming right on down
To stop at the nearby water tower,
For water it needed for steam for power.
It would stop to fill its empty tanks
So they could ride amid the clanks
And comfort of an empty boxcar's floor.

Peter dug into his bindle and came up soon
With enameled plate and old tin spoon,
Then waited for any sign
(Still with an ear cocked down the line)
That the "mulligan" would be ready soon.

When the old man gave sign to the crew
To come for a share of the fresh-cooked
brew,

Each of the men brought forward can or
dish
Whatever he had that he knew would do
To hold a bit of his share of stew.

When carefully wiping out the bowl
With the scrap of bread from the day before,
Peter ate the last of his share,
Each scrap of meat and carrot there,
Then heard the far-off whistle's moan
Of the train coming through the distant
town.

As he waited for the train to load,
He looked around at the faces of friends,
His "brotherhood of the road,"
Of the road that never ends.
They were several there that night:
Frisco Tom, with his old, white
"West-coast Stetson" on his head
A reminder of the waterfront
And the strikes in 'thirty-four and -six.
Where the "goons" and "scabs" and workers
mix

And saw his buddies there shot dead.
He was tall, his cheeks unshaven ...
His eyes as black as any raven
He looked a bit more tired
Than the last time Peter saw him
Before those shots were fired.

"Old Joe from Kokomo" who seemed quite
pale.
Peter wondered if he had been in jail.
Thirty days out of the sun and wind will do
that to a man.

Peter knew "Big" Barney had been going
Away from the Midwest's threatened
drought
To find work where the rest were heading,
To the harvests in the deep South.

Now Barney's ankles were chaffed and blue.
A chain-gang's irons marks that hue
On the bodies of men who spend the day
In the sun on road-gangs; it's the Southern
way.

A pair of strangers were there that day.
To Peter's eyes they looked like quite new.
Probably kids who had run away
To seek the world as some kids do.
Their actions showed a strangeness
To the formalities of such a crew.
He encouraged them to bring cup or can

Or something to share a bit of stew.

Then the click-click sound along the rail
Heralded the approaching train.
While the train passed by with a slowing
rush,
Peter led the kids along in the evening rain.
And had them crouch low in the brush
Out of sight of the railroad bull
Who would probably be riding in full
View on the engine top
When the train puffed to a stop.

When he could hear the "slam-clank"
As the fireman opened the water-tank,
Then heard the rush of water
Pouring into the nearly empty car.
He figured the fireman would remain
Too awfully busy to watch the train.
As it had passed, his eyes searched along
The side of the cars whose locks were strong,
Looking for an unsealed door
That would indicate an empty car.

But his experienced eye noted only one
Of all the cars along the train,
A refrigerated car with dry drain.
He motioned to the kids to climb
On the ladder of the car and then to swing
In between cars and there to stay
Out of sight of the crew who watched that
way.

When the train whistle blew its one short
blast
Indicating the train would start at last,
They climbed to the top of the railroad car
And opened the cold steel latch
To the ice-filling hatch.
Before climbing down, Peter sniffed all
around
To make sure it would pass
And not contain fumigation gas.

When he found it was okay, he said, "We'll
stay."
As they climbed down into the hatch.
Peter flipped the latch from where it lay
Under the lid where it would catch
A breeze of evening air as they sat
On those hard steel bars
And bounced along their way.

Our Stories

CAPTAIN JACKSON DAVIS

Shiphandling School



by Captain
Jackson Davis
#1644-R

Arco Marine sent me to the ship handling school located East of Grenoble. I think the name of the village was Vera Ville or something like that. We had rooms at a small hotel with great food, a talented cook and a well endowed but not available hostess. The school was located east of town with a small lake and a former hunting lodge for a school building. The boats looked about forty feet long with the wheelhouse aft like a tanker. Pig iron in the holds. A quarter horse powered electric motor to drive the screw. If you came along side the pier more then two knots you were going around again. Everything was to scale of large ships

My favorite lesson was how to come to anchor from full sea speed to stop and anchor in a mile and a half. Approaching your anchorage at full sea speed and a mile and a half from your spot to anchor put the helm hard left. When passing

sixty degrees off course put the helm hard right. When the swing is checked and starting to head right reduce to half ahead. Keep swinging pass your original heading. Then go hard left. When your swing to the right is checked, go to slow ahead, then steer towards your desired anchorage. I did this numerous times with the ARCO JUNEAU, even fully loaded with one hundred forty thousand tons displacement. Taught my mates how to do it.

Another favorite maneuver is when have to make a sharp turn, your ships weight will still want to keep sliding towards the original heading. If you are entering a narrow channel this is not desirable. To check this sliding, over swing your heading then reverse your rudder with a little kick ahead. This will stop your drifting towards your original course. ☆

Kildahl's Vulgar Establishment & Answer Book

Captain Harold Kildahl and his school is fondly remembered by many licensed officers in our merchant marine. He was a gentleman of the old school; a great educator with an excellent sense of humor. One of the subjects he taught was called a vulgar establishment: a method of figuring the tide in a harbor that was not in the tide tables. This was a problem that men sitting for their Chief Mate license were required to learn. As many of you remember, we used to toss coins to see who would buy coffee for morning or afternoon coffee break. When Joe Kildahl lost the toss he seemed to get unhappy. At coffee, a student asked Harold Kildahl, what was a vulgar establishment? With a smile on his face he answered, "I thought that was something every sailor knew."

The students were given a booklet

with problems to be solved with no answers in the booklet. The instructor would come around during classes with the answer book and check the student's progress. A telegram once came with the message: "Lost in the South Pacific. Please send answer book." It was signed by several graduate students, one was Captain Alan Dugall. That telegram hung on the bulletin board for many years.

Captain Kildahl often said that none of his students learning compass and magnetism ever failed the Coast Guard test. I am glad I learned the subject very well. It helped me many times. Once when relieving on a ship the helmsman told me it was a real bear steering from Valdez to Cherry Point. The gyro had failed and the magnetic compass was all over the place. I went up to the binnacle and looked inside. The healing

magnet was on the bottom with a broken chain. How a ship with a Captain and three mates missed this is still a mystery. Another time leaving Portland and sailing down the Columbia River after ship yard repairs, we had a compass adjuster on board making out a new magnetic compass card. As most of you know when reaching the sea and hitting some swells, the ships magnetism would have to be recalibrated.

The Puget Sound CAMM chapter honored him after he retired with a huge meeting. Speakers from all levels spoke their praises. When Captain Kildahl got up to speak he said, "I wish my father and mother could be here. My father would be proud and my mother would have believed every word." ☆

A factor critical to ship management...

other departments



by Captain
John A. Konrad V
#3205-S

What is the key to success in mastering large ships? And by large I don't mean size alone but also the number of people employed and the complexity of jobs conducted.

My first step aboard an exploratory drillship was overwhelming. The ship's size was not my concern, I had recently signed off a 1000 ft + crude oil tanker. It was the simultaneous operations, the complexity of the positioning and drilling systems, and the sheer number of people aboard (well over 100). I dealt with this complexity by narrowing my focus, concentrating on what I needed to know about moving and maintaining the hull. For years I mostly ignored the other operations happening around me and, worst of all, the people conducting them.

Maritime training concentrates first on individual tasks (e.g. practical navigation, radar plotting, radio comms) and second on activities of a team (bridge resource management, firefighting, etc.), but it's missing a critical component: dealing with people outside your department, or even, external to the ship entirely.

In a recent interview with uber-successful executive Susan Lyne, CEO of the Gilt Groupe, the New York Times explored leadership practices and one comment jumped off the pages:

Q. What would you like business schools to teach more, or less, of?

A. There are a lot of great courses on managing or developing a strategic agenda, but there is very little about how to work with your peers where you need to get X done, and you need these other three departments to give you X amount of time in order to succeed at that.

The people who truly succeed in business are the ones who actually have figured out how to mobilize people who are not their direct reports. Everyone can get their direct reports to work for them, but getting people who do not have to give you their time to engage and to support you and to want you to succeed is something that is sorely missing from B-school courses.

The key to mastering large ships is not about individual ability, although that is

an important prerequisite to command, it's all about meeting the broad needs of the operation by employing the skills and work of people outside your direct control. You simply cannot succeed without the assistance of engineering, management, operations and the myriad of other topic experts aboard the vessel.

Think this skill is only important to those working aboard large, complicated vessels? Think again! A tugboat master, with crew of five, needs to deal with port captains, Coast Guard inspectors, and cargo specialists (to name just a few!). By starting to understand their jobs, engaging them in personal relationships and allowing them to assist in the tasks that need to be done, the master can quickly rise in effectiveness and reputation. ☆

Peter >>>Continued from page 26
ened by the "bull" and chased off the train, which was still going about fifteen miles an hour. I hesitated before jumping off, so he threw my mandolin case at me to knock me off the ladder. I jumped off and, besides barking my shins, wasn't scuffed up too badly on the rocks and cinders alongside the tracks. The mandolin was broken, but I took it with me as I trudged along outside the fence and up the hill to where the trains had to proceed slowly, and caught the next train south.

In Mobile, I found a boxcar way off on a grass-grown siding and holed up in it for a few days while I waited for another ship to tie up to the state docks.

One day, I walked down to the pier at the foot of Government Street where a white ship, the *SOUTHERN LADY* from Halifax, Nova Scotia, was discharging

bananas. Several of the crew were standing on the pier painting the hull, and I got to talking to them. At least they spoke English.

About ten o'clock it started to rain, and they picked up their paint pots and went aboard. One of them came out to the rail with a cup of coffee and called me to come aboard. I did and, after some conversation outlining my plight, they talked with the mate and the captain. As a result, I was signed on as a deck boy for twenty-five cents a month and meals. I was to keep the crew's messroom clean, and was allowed to sleep on a coil of hawser on the "fan-tail." Before I left, I went back to the freight yard to get my mandolin and camera, but the boxcar I had them stashed in had been switched out.

And so, on May 18, 1938, I started my career at sea. ☆



by Captain
Rodger MacDonald
Secretary-General
IFSMA

Progress on davit launched lifeboats and on-load release hooks

In this issue, I was hoping to be able to report

favourably on the outcome of the IMO Intersessional working Group held in London 20th to 22nd October but I am afraid that it was an unsatisfactory outcome from IFSMA's point of view.

Our concern may be briefly summarised by noting that the Guidelines still do not require assessment of a release hook to be 'stable in the closed position' or otherwise provide sufficient information regarding a 'design review' and that consequential amendments to SOLAS and the LSA Code were not considered. The outcome of the ISWG will be reported to MSC 88 at the end of November and we will continue to express our concerns in line with other NGOs in the shipping industry who form the Industry Lifeboat Group.

We did receive support from the delegations of Canada and Dominica who noted that during the discussions, a unique alignment of positions had occurred. They went on to say that guidelines to achieve improved safety in the use of release hooks, whereby the industry groups acting in concert, actively supported a rigorous, detailed evaluation procedure being embodied in the Guidelines should be developed.

These delegations observed that, in their view, the approach proposed in the

ILG document was the "right thing to do" and wondered why the right thing was not being done! So the fight to save seafarers goes on, further emphasised by the recently published report from Brazil where a lifeboat on-load release hook failure killed two seafarers and injured two more during a lifeboat drill.



Stuttgart Conference held by the US Africa Command 13th and 14th October 2010

I was invited by the US Assistant Secretary of State for African Affairs to participate in the two day conference to discuss the common cross-sector maritime security for sustained capacity building and economic development. The conference was most informative and highlighted the importance of how Africa is becoming a bigger stakeholder in the global economy. Discussions emphasized the dependence of western nations to be able to use the trade routes around the African coast for international trade.

The strategy of the USA regarding maritime security is based on the three 'd's': defence, development and diplomacy and this conference emphasized the importance.

It was stated that there is no single, universally applicable definition of maritime security. From an African perspective, a proposed definition could be 'anything that creates, sustains or improves the secure use of Africa's waterways and the infrastructure that supports these waterways'. Enhancing maritime security will become of vital importance as Africa

strives to become a bigger stakeholder in the global economy.

The ultimate goal of an African maritime strategy is to contribute to the sustainable economic development of Africa through the promotion of safety of passage, compliance with international obligations, and improvement in levels of competence, resulting in the increased competitiveness of goods and services. Maritime security encompasses a vast range of policy sectors, information services and user communities, including maritime safety, search and rescue, policing operations, operational safety for offshore oil and gas production, marine environmental monitoring and protection, and navy operations support.

It is proposed that a maritime strategy should be a plan or road map that outlines what objective Africa should pursue to create a sustainable, coherent, African-owned maritime security regime that will assist in the continent's economic development.

Working in collaboration with the US strategy, Shipmasters may benefit in positive steps in dealing with piracy in African waters. So far the rapid increase in incidents of piracy off the Somali coast has led to four meetings of the United Nations Security Council during the second half of 2008 and to the adoption of Resolutions 1838 and 1851 encouraging nations to commit themselves to the active combating of piracy in the area and even to the legalization of hot pursuit operations ashore - onto sovereign Somali territory. This is a measure of the lengths the international community would go to in addressing the threat to commercial activity in one of the world's busiest waterways.

Since 1984, the year in which the International Maritime Organisation (IMO) started keeping records, there have been over 500 reported acts of piracy off the Somali coast and the Gulf of Aden. These statistics show that 124 took place in 2008 and 147 up to November 2009. Actions designed to combat the threat have resulted in attacks taking place further from the coast and much further south than previously, such as the Sirius Star which was hijacked 450 miles south-east of Mombasa. This has resulted in a rise in insurance premiums of 12-15 per cent for applicable general cover and an increase from US\$500 to US\$20 000 for special risk insurance for ships transiting the Gulf of Aden.

Notwithstanding the requirement to

address the causes of piracy as opposed to the symptoms, piracy provides an important source of income, providing employment and opportunities for many people. There is no guarantee that, should fishing become viable again, it would lead to the disappearance of piracy.

Unfortunately, piracy is not confined to Somali waters and those coastal states located near choke points or busy anchorages have become havens for pirates. A case in question is the Gulf of Guinea, where, in spite of the presence of the Nigerian Navy, piracy remains a major problem. In areas like the coastal waters of Cameroon, in the absence of any credible deterrent, piracy is expected to grow unchecked towards Angola.

Many other aspects of the problem facing the coastal regions of Africa such as human trafficking, stealing state oil (or 'bunkering' as it is called), drug smuggling and illegal fishing were also addressed at this conference.

Overall, I came away from this conference feeling more assured that positive things are being done to deal with these problems that face our Shipmaster and seafarers that work off the African coastline and would like to commend the USA for its pro-active drive in getting all the stakeholders together to seek a solution to securing the trade routes that are so essential to our economic well being.



The 2011 Command Seminars

The excellent discussions I had with USA delegates during the US Africa Command conference have encouraged our plans to hold the first of the 2011 'Command Seminars' in Baltimore where speakers from the USA delegation and USA Coast Guard in Washington DC could add valuable advice to Shipmasters both in the US Coastline and internationally where a collaborative policy would enhance shipping security.

The Command Seminar will take place on the day immediately prior to the CAMM annual meeting in Baltimore. Attendance is free to all CAMM, IFSMA, Nautical Institute and IMPA members as well as ship's officers who will benefit from the presentations and meeting shipmasters to discuss their future command. Further details will be announced in the next few weeks.

The main theme for the command seminar will be Maritime Resource Management, and I look forward to meeting as many of you as possible.

Finally may I wish all at CAMM a Happy Christmas and best wishes for 2011. 🌐

IFSMSA 37th Annual General Assembly

June 9-10, 2011 🌐 Halifax, Nova Scotia

Shipping and Environmental Issues in 2011: What more can be done?

2011 Command Seminar Series #2

June 7-8, 2011 🌐 Halifax, Nova Scotia

- 🌐 Marine Environmental Protection and Legal Issues
- 🌐 Scientific Findings of Research on behaviour of oil in cold waters
- 🌐 Places of Refuge for ship in trouble needing shelter
- 🌐 New Environmental Technologies
- 🌐 IMO Polar Code for shipping and MODUs
- 🌐 Maritime Labour Convention 2006 – Impact on the industry
- 🌐 Recommendations for the Way Ahead

Speakers:

Mr. Efthimios E. Mitropoulos, IMO Secretary General
Jacob Sterling, Head of Climate and Environment, Maersk Lines



Hosted by the Company of Master Mariners of Canada
Venue: The Westin Nova Scotian Hotel, Halifax, Canada

www.mastermariners.ca 🌐 www.ifsma.org



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*by Captain
Jim Calvesbert,
CMMC National
Master*

From the Master's Desk



A cold, damp, and dreary November 11th morning seems like an appropriate environment in which to remember what our soldiers, sailors, airmen, and merchant seamen went through during the various wars in which they served to protect our freedom. "The Company" has a number of members who served in WWII and the Korean War and have been instrumental in conveying the horrors of these conflicts to younger citizens. Let us hope that we learn from their teachings and that we remember their contributions on far more days than just Remembrance Day.

Work continues to progress on planning for the international conference taking place in Halifax on June 7 & 8, 2011. The title has now been confirmed as "Shipping and Environmental Issues in 2011 - What more can be done?" This conference is under the development of a committee headed by Capt. Rick Gates, Divisional Master, Maritimes. The conference is being immediately followed on the 9th & 10th by the 2011 Annual General Assembly of the International Federation of Ship Masters' Associations (IFSMA).

The Annual General Meeting of "The Company" was held in early October in Chemainus, B.C., hosted by the Vancouver Island Division under Capt. Geoff Vale. A beautiful location, lovely weather, and a very full program; thanks to your committee and membership, Geoff. In attendance were special guests,

Capt. Cal Hunziker, National President of the Council of American Master Mariners, and Capt. Donald Moore, Jr., National Secretary/Treasurer. Their participation in our discussions again highlighted the commonality of issues being dealt with by both organizations in our attempts to increase information and education about our industry. Our AGM is covered in later sections of this newsletter but I would like to extend the congratulations of all of our members to Capt. Tom Brooks and Capt. David Bremner who were elected as Life Members of "The Company" for their extraordinary services over a number of years.

In late October, I worked, in Toronto, on the conduct of a commercial diving conference entitled "Man and Machine Underwater: Onshore and Offshore". What, you are asking, does this have to

do with "The Company"? Commercial diving companies are making increasing use of Remote Operated Vehicles (ROVs) and Dynamically Positioned Vessels. This prompted me to look further into shipping and regulatory industry evaluations of whether a DP officer needs to be a certificated deck officer with DP training or, alternatively, any person who has received training in the operation of DP equipment. There are a great number of risks and complications involved with navigation in any conditions and DP is an area which must be given careful consideration.

This brings me to a very important step that "The Company" has taken. That is the appointment of a National Views and Positions officer which was identified as one of the steps of our Strategic Plan. Newfoundland and Labrador Division member Capt. Peter Adams has taken on this task and I have asked the Divisional Master to address the issue of DP as one of their first tasks. NL Division, on their own initiative, has also appointed Capt. Yves Villemare as their Divisional Views and Positions Officer. I would suggest that all Divisions consider creating a similar position for coordination with the National V&P Officer.

In closing, we are quickly coming to the end of 2010: International Year of the Seafarer. I suggest that we continue to think along the lines that every year is the year of the seafarer, and that we continue to progress with our stated goal of advocacy and education for the benefit of Master Mariners. 🍀



Don't worry about the damage...

Fix the Blame!

Sometimes a small action takes place that causes another action, and then a whole chain of events follow.



by Captain
Don Rose
CMMC Vancouver
Divisional Master

In 1971, I was first mate on the *ROSARIO STRAITS* with a crew complement of five that mainly towed Chip barges between the Fraser River, Vancouver Harbour and pulp mills at either Harmac or Crofton. On occasion we also towed log booms from Howe Sound to the Fraser River as well as ship docking at Texada Mines. The crew configuration was Master, First Mate, Second Mate, Engineer and Cookdeckhand. Our tour of duty was two weeks on and two weeks off, crew changing every second Wednesday.

The First Mate on the other crew had a family emergency so I joined the tug three days early to relieve him and worked with his crew doing our normal work towing chip barges. The crew that I normally worked with joined the tug at the company dock in Vancouver Harbour on the regular crew change day. We took on stores, fuel and water, did a number of barge shifts in the harbour and then departed for the North Arm of the Fraser River. There we were to pick up two loaded chip barges destined for Harmac. The weather forecast was for Gale to Storm Force SW. While we ran light to the North Arm the wind and sea conditions were increasing. On arrival at our barges the Captain decided that we would wait for the weather to improve before departing.

The Captain was a very competent

Ship's Officer who was held in high esteem by all who knew him. He also had a very uncanny sixth sense and at times it seemed that he was able to see into the future. His boat handling capabilities were excellent. Manoeuvres that others found extremely difficult he performed with ease. At all times his manner was calm and cool with complete control of all situations. I felt it was a pleasure and privilege to sail under his command. The rest of the crew, like the majority of tow boaters, were very competent, performed their duties well and were a pleasure to sail with.

The tug was secured alongside the barges we were to depart with. It being close to midnight, I was just preparing to come on watch and proceeded to make a pot of coffee. When I turned on the hot water tap a large burst of steam followed by boiling hot water came out of the faucet. The engineer, immediately checked out the hot water tank in the engine room and found the control for the electric heating element damaged. The previous engineer had bypassed the control with a heavy piece of wire. At this time I remembered the previous engineer mentioning in the morning before crew change, that he had done a repair to the hot water system.

This repair worked fine except that over a period of time without using great amounts of water it would be heated to boiling point with the danger of explosion. Because the other crew was using a considerable amount of hot water for last minute cleaning and showers the water did not reach this point. However, after supper we had not used a great

amount of water, therefore it was heated to almost the danger point. The engineer shut off the power to the heating element in order to allow the water in the tank to cool. There was a replacement heating element on board that he would install after the water cooled and the tank drained.

The Captain, believing that the engineer and I had the situation under control, retired leaving instructions to be called after I received the 04:00 weather forecast. The engineer and I busied ourselves doing jobs that could not be done while the tug was underway. The hot water was run until cool water came out of the faucet. With the main engine shut down and all the engine room fans operating, the engineer figured at about 01:30 the hot water tank had cooled enough to be drained and proceeded to do so.

When the drain for the hot water tank was opened, steam came out with enough force and temperature to set off the engine room CO₂ flooding system. (At that time the mechanism for triggering the CO₂ system was heat sensitive.) When the engineer became aware of what was happening, he immediately left the engine room.

Because the engine room fans were operating at full capacity, there was enough fresh air coming into the engine room for the generator motor to keep running. Its engine slowed down, however, it did not stop and black out the tug. To check the oxygen content in the engine room we decided to lower an oil lantern into the engine room with a heaving line. Because we were seldom on

Continued on next page >>>



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Watch System

00:00 to 06:00 First Mate and Engineer
06:00 to 12:00 Second Mate and Cookdeckhand
12:00 to 18:00 First Mate and Engineer
18:00 to 20:00 Second Mate and Cookdeckhand
20:00 to 24:00 Master and Second Mate
The Cookdeckhand's watches were 05:00 to 13:00 and 16:00 to 20:00

With this system at least two crew members were on watch at all times. It came about when regulations first required crew members on west coast towboats have a minimum of eight hours rest every twenty-four hour period. (Two hours unbroken during one off watch followed by six hours unbroken during the next off watch) except for the period of 20:00 to 24:00 the Master was a non watch keeper. This system was used on only two tugs until the regulations were amended requiring all crew members to have their eight hours rest during the same calendar day. Because, with this system the Cookdeckhand could not do this therefore the system was changed to the conventional towboat watch system and crew configuration that is, Master, Engineer, First Mate and two Cookdeckhands.

Standard Watch System

00:00 to 06:00 First Mate and one Cookdeckhand
06:00 to 12:00 Master and one Cookdeckhand
12:00 to 18:00 First Mate and one Cookdeckhand
18:00 to 24:00 Master and one Cookdeckhand
With the Engineer standing the same watch as the Master.

Blame >>>Continued from page 33

log tows all our log towing gear, including oil lanterns, were stowed in the aft hold. I brought up a lantern and set it on the aft console. (This was one of the few places on the outside deck where there was sufficient light.) There I filled it with kerosene, trimmed the wick and lit it. We then lowered the lantern through the escape hatch into the engine room where it burned brightly without the slightest flicker. Assured that the engine room was safe to enter, the engineer went in and changed the element with me watching through the escape hatch. After changing the heating element he also changed the main engine oil filters.

At 04:00 I listened to and wrote down the weather forecast and reports from local lighthouses. The wind and sea conditions had not improved so I called the captain and advised him of our situation. His exact words were, "give me a shake at 06:00 and after breakfast we'll run to Kent Street and have the CO₂ system recharged." (Kent Street was a repair and maintenance depot that the company used to operate in Mitchell Slough on the North Arm of the Fraser River.)

At 05:00 the Cookdeckhand came on watch and proceeded to cook breakfast. At 05:30 the engineer went to the engine room and started the main engine in order for it to be warmed up and ready for us to run to Kent Street.

I was in the galley when the engineer was starting the main engine. It seemed to be exceptionally hard to start. When the engine did start it made noises as if it was going to come up through the deck. I commented to the Cookdeckhand about the noise and at the same time noticed that the tug was starting to move. The engine was labouring hard and increasing its R.P.M. rapidly. It was evident that one of the four main engine controls was in the full ahead position. I immediately made a run for the wheel house and just as I was about to enter it, the

tug broke free from her mooring lines, surged ahead causing me to fall down the companion way onto the deck below. While I was trying to pick myself up the tug was charging down the side of the barge bouncing off and crashing back only to bounce off and again crash back onto it again. (Talk about giving a shake at 06:00!)

I eventually made it into the wheel house tried to take over engine control but at first I was unsuccessful. I did manage to steer the tug away from the barge and out into the middle of the river. Because I had been in brightly lit areas until the action started happening my night vision, was to say the least, poor, making it difficult to see. However, I was able to keep the tug pointed in a safe direction and continued trying to take over engine control.

Eventually I gained control of the engine, steered the tug back to our barge, tied up to it and did a damage survey. As you probably guessed the Captain was on deck by this time and supervised the damage survey.

Surprisingly, the only damage to the tug was all the "D" rubber on the starboard guard from the shoulder aft had been scraped off. The crew was a little shaken up but no one was hurt. Pieces of the "D" rubber were sticking out of the box planks of the barge we had been tied to. However, there was no damage to the barge. The metal where the "D" rubber had been attached to the tug was as shiny as if it had been chrome plated.

With the damage survey completed the Captain was satisfied that the tug was in a sound and seaworthy condition. He looked at the engineer and me and said "I'll be back in ten minutes, you two get one story straight! All I want is one story."

I asked the engineer why the engine had started up in full speed ahead? His reply was that before he started the engine he had pushed the button that transferred engine control to the engine



room. However, obviously the engine control was not transferred. He became aware of this when the engine started and again tried to transfer control but was unsuccessful. He then went up on deck and found that the button on the aft console was stuck down and the aft engine control in the full ahead position. He then put the engine control in neutral and physically pulled up the button. After he pulled up the button, I was able to transfer control to the wheel house.

The reason the aft station selection button had stuck was due to salt water corrosion on the metal. It is possible that I had pushed it down when I set the lantern on the aft console.

The Captain returned and we gave him our story. He understood how this could have happened and commended us on our quick actions that prevented a bad situation from becoming worse. I told him that I would write up a report on what happened for the Office. His reply was that all they needed to know was that the CO₂ had accidentally discharged. When I mentioned the "D" rubber, his reply was that we could get by quite well without it and in good time we would find a way to explain it. His next instructions were to cover the guard where the rubber had been with black paint so it would not be so noticeable that it was missing.

We went to Kent Street, had the CO₂ system recharged. The captain took the tug into the dock port side to. When we departed he backed the tug a considerable distance down river before turning it around. By doing this none of the shore personnel noticed that the rubber was missing on the starboard side.

The weather was now improving considerably so we departed with our chip barges for Harmac. We made several runs to Harmac and Crofton after which we were dispatched along with a sister tug the *GEORGIA STRAITS* to Texada Mines. There we were to assist a ship into

the dock and standby for approximately thirty hours while the ship loaded, then assist it away from the dock.

When we arrived at Texada Mines the ship was also arriving as well as our sister tug. Our Captain suggested that we work on the starboard shoulder of the ship with our sister tug working the starboard quarter. This way our starboard side was not visible to the other tug or the crew of the ship we were assisting. After the ship was secured at the dock we went to a nearby bay along with our sister tug. They anchored and we tied up along side them port side to. None of the crew members on the other tug noticed that our starboard "D" rubber was missing.

The Captain on the *GEORGIA STRAITS* was self proclaimed to be the best tug boat captain on the west coast as well as an expert at many other occupations. At all times he seemed to be overflowing with nervous energy and in a complete rush to do everything. If he had spent only a few years at every profession that he claimed to have mastered he would have been approximately two hundred years old. It had been said by others that your chances of winning the 649 were better than hearing the truth from him. We all knew that it bothered him that our captain was so calm and cool at all times, took his time, evaluated situations acted accordingly and at the end of the day accomplished more. However, he was a very kind and generous person. While we were waiting for the ship to be loaded he kept us entertained with his stories. Some of them were an insult to your intelligence if he expected you to believe them.

When it came time to assist the ship away from the dock, it was dark, therefore our missing rubber was not noticed. We completed the un-docking, then departed light tug for Harmac there we were to pick up two empty chip barges and tow them to the Navy buoy in Vancouver Harbour. The *GEORGIA STRAITS*

was also dispatched to Harmac, to pick up two empty chip barges and their destination was the North Arm of the Fraser River. It was after midnight when we departed and I was on watch. The Captain's instructions were that if we arrived at Harmac any time after 05:00 I was to tie up to one of the empties and we would have breakfast before we yarded our tow together.

The *ROSARIO STRAITS* and *GEORGIA STRAITS* were almost identical in configuration and power, consequently they made the same speed. The first mate on the other tug and I had several conversations on the V.H.F. while travelling. I told him that we were going to be arriving after 05:00 therefore would be having breakfast before yarding our tow. He thought that was a great idea but knew that their captain would want to get the jump on us so they would be yarding through breakfast. I commented that after we delivered our empties to Vancouver Harbour our next job was two loads to Crofton. Because of the current in Porlier Pass we would still have to wait approximately two hours for tide. He said that they were also going to Crofton only they would have to wait longer for tide and have ruined breakfast to boot. They were going to hurry up and wait.

When we arrived at Harmac the time was 05:20 so I tied the *ROSARIO STRAITS* port side to alongside one of the empties we were going to depart with. Both of our empties were on the north side of the channel so yarding would be fairly simple. One of the *GEORGIA STRAITS* empties was on the south side of the channel and one was on the north side, so yarding for them would be slightly more involved.

We sat down expecting to have an enjoyable breakfast before yarding and the other tug went across the channel and picked up one of their empties. While we were half way through our

Continued on next page >>>



Company of Master Mariners of Canada

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

Blame >>>Continued from page 35

breakfast there was a loud crash, our tug lifted up and dropped about a foot at the same time. Our captain had a fork full of eggs half way to his mouth at the time, all he said was "oh that *&*<>@ idiot! He ran his pennant out, let his empty slam into us. Go tell him all the rubber is gone from our starboard side."

I went to the wheel house, called the other tug on the V.H.F., told them that their empty had slammed into us and that all the rubber was missing from our starboard side. His reply was, is there anybody hurt or any other damage. My reply was, that at this time I did not believe there was. (Do not go away, the story is not over yet.)

We finished breakfast, yarded out our empties and departed. During the transit to Vancouver the other tug called us numerous times to check on us as he seemed quite concerned. I mentioned to our captain that I did not feel good about blaming the other tug for damage that was not their fault. Our captain's reply was, that we did not blame him, we just mentioned that it was gone and what he assumed was his problem. However, if I felt the way I did, we would let it die.

We delivered our barges to the Navy

Buoy in Vancouver Harbour. While preparing to depart with our two loads for Crofton, the office called and asked us to come over to the company dock. Since the company dock was on the south side of the harbour we travelled along the north shore to keep our starboard side from close view and then we approached the dock port side to.

As we approached the dock we could see four people waiting for us. They were the captain from the GEORGIA STRAITS, the senior vice president, the labour relations manager and the marine superintendent. This was a Sunday, now whether they happened to be in the office or whether the other captain called them in, is something I never did find out. The other captain had delivered his barges to the North Arm of the Fraser river and ran his tug to Celtic Shell oil dock and took a taxi to the company office.

As we approached the company dock the other captain bellowed out for us to turn the ROSARIO STRAITS around so that the others could see our starboard side. When we did this he immediately pointed out that the "D" rubber was missing. He claimed that the brake on his towing winch had slipped as it had many times before allowing the barge he

was towing to slam into us. He claimed that he had requested many times that the problem be repaired and that the maintenance department had failed to do so, now there was more damage for them to repair. He also commented that he felt terrible that he could have hurt somebody on the ROSARIO STRAITS who according to him were his best friends.

The blame had been fixed on him and he just fixed the blame onto somebody else.

The other three people on the dock did not seem concerned about the missing rubber. They did seem quite relieved that nobody was hurt.

At a later date the "D" rubber was replaced on our starboard guard and the towing winch brake was overhauled on the other tug.

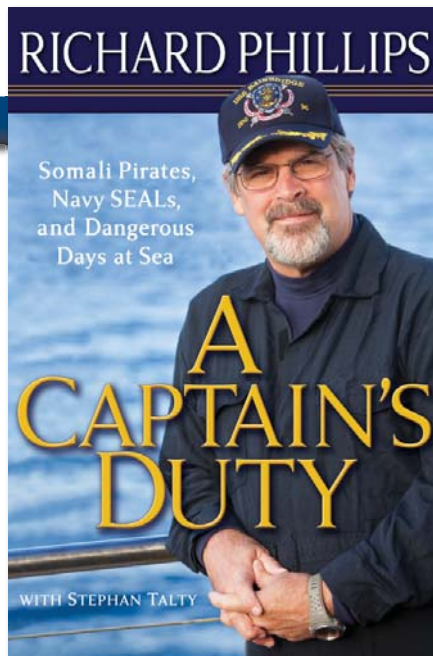
It was our intention to someday tell the other captain that although he shook us up that morning, that was not when the "D" rubber was knocked off. Unfortunately both captains passed away before this was revealed. The remainder of the crew members from both tugs later knew the truth and have had several laughs about the event. 🍁

CMMC & CAMM agree that ships' Masters require more recognition and support

The Company of Master Mariners of Canada (CMMC) held their Annual General Assembly in Chemainus, B.C., from October 1-3, 2010. In attendance were senior representatives of the Council of American Master Mariners (CAMM) from the U.S.A. Common agreement was reiterated that the Ship Masters of today require stronger support in light of increasing regulation and greater risk of legal action. Both organizations are members of the IFSMA and agreed that a more concerted representation to IMO would be in the best interests of their members. More information about CMMC and CAMM can be obtained from their respective websites www.mastermariners.ca and www.mastermainer.org



Captain John McCann, Deputy Master, CMMC; Captain Jim Calvesbert, Master, CMMC; Captain Calvin Hunziker, National President, CAMM; Captain Donald Moore Jr., National Secretary/Treasurer, CAMM.



A Captain's Duty

Somali Pirates, Navy SEALs, and Dangerous Days at Sea
by Richard Phillips with Stephan Talty

reviewed by *Captain Milind R. Paranjpe*

For the first time, after the Barbary Coast incidents, i.e. in nearly two hundred years, an American ship, *MAERSK ALABAMA*, was hijacked by pirates and her captain held for ransom. Although this is a book about that incident written by the hostage, it is included in 'biography' as it also includes the author's tough Irish background, years before, in, and the reasons for his joining the merchant marine. The author describes with a candor how he landed in Massachusetts Maritime Academy after being a taxi driver in Boston. In those days, there used to be ragging and bullying as at other similar institutes. It is surprising to read how most people are still ignorant about merchant marine. It is interesting to read the merchant marine's contribution to the American Nation which only a few may be aware of. As a chief mate, Phillips met with a serious accident in Greenland and had to be flown to a hospital. His nurse girl friend, Andrea, also flew to attend to him before he proposed to her.

In April 2009 the *MAERSK ALABAMA* sailed from Djibouti, right in the Strait of Bab al Mandeb, (at the southern entrance to the Red Sea) for Mombasa, a passage of some three or four days along the entire coast of Somalia, the most dangerous stretch in the world for piracy. On the second day, three skiffs with armed pirates on board were noticed following the ship at 21 knots and fast closing in. Captain Richard Phillips increased the speed and telephoned UKMTO, the anti

piracy office, whose reaction was, "We have a lot of captains who are nervous out there." The attempt to call US emergency service failed because no one picked up the phone! When the skiff was less than a mile away, the sea turned so choppy that the pirates had to abandon their attempt to board the *MAERSK ALABAMA*. The pirate mother ship had dropped the skiffs too early and too far for the skiffs to negotiate the high seas.

The next day, two days after departing Djibouti, four armed pirates managed to climb aboard using a white ladder which looked like 'you would get at the Home Depot, a pool ladder with rungs that hook on top'. They took only five minutes to get past the piracy cages, as if it was a child's play, and come on the bridge. As practiced in the drills, Captain Phillips had instructed the crew to hide in various places. He himself considered hiding so that pirates don't get any hostages. But as Master of the ship, "Hell, no, I thought. I'm not giving up the bridge to anyone. There is something about the bridge that is special to a captain. It symbolizes your control of the ship. You have been trusted with this thing. You don't want to hand it over unless you absolutely have to."

By hindsight, he calls it his first mistake. 'Relax captain, relax. Business, just business,' yelled the pirate. Somehow

pirates allowed Phillips to keep the hand held radio. Phillips whispered in it to the first engineer, who with others had locked himself in the aft steering room, to take control of steering. The ship kept circling round and round. Phillips changed the controls of radar so that picture was blank 'like an empty dinner plate' thus preventing the 'pirates from having two extra eyes.' The pirates had two AK47s with several bandoliers and a 9mm pistol with the US Navy's insignia. They held the master, third mate, and two ABs hostages. At gun point, the

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— Captain Richard Phillips

pirate asked Phillips to call a number on SATCOM, but Phillips fooled them by not pressing the call button after punching the number. The VHF channel was changed to 72 which, too, the pirates did not realize and became useless for them. Nothing seemed to work. They had 'stumbled on the most broken down, ramshackle ship in the entire US mer-

Continued on next page >>>

Duty >>>Continued from page 37

chant marine.

When the leader of pirates wanted the whole crew up, Phillips thought 'I'd be damned if I was going to give them any of my men.' He announced on PA system "Pirates want all crew on bridge, repeat pirates want all crew on bridge." Because of previous training and his emphasis on 'pirates,' no crew member came on the bridge. One of the pirates took Phillips around the ship to look for the crew. Phillips knew his ship, the pirate's leader did not. Phillips could have escaped, but three of his men on the bridge would have been left to the mercy of pirates. 'It is just not possible to do something like that and remain the same person you were before.'

The pirates' leader and an AB then went down to search the ship for crew. In the dark engine room, a pirate found the chief engineer, who pounced upon and overpowered him holding a sharp serrated knife against his jugular. The pirate gave up the struggle, becoming instead a hostage for crew to trade off with Phillips. The CE's presence of mind and brave action is commendable as it gave the master some room to negotiate. A deal was struck to give the pirates \$30,000 USD cash that was on board and exchange Phillips for the captured pirate. The pirates then would leave with plenty of extra fuel in the ship's MOB (man overboard) rescue boat. While lowering the boat, Phillips could have released the emergency lever and dropped the

boat with pirates from a height of 40 feet, himself holding on to something. Instead, he lowered the boat with him and pirates. He calls it his mistake No. 2.

On lowering the MOB, its batteries were found dead. Therefore, it was exchanged with ship's stern launched lifeboat. When the hostage pirate was coming down the ladder over ship-side, Phillips should have gone up another ladder. But he didn't. He stayed to show the pirates the controls of the boat. Then the pirates went back on their words, refusing to release the master. Phillips calls making a deal with pirates is his mistake No 3.

The boat then headed for Somalia to negotiate their ransom for the master's head, but the *MAERSK ALABAMA*, now under the Chief mate's command, turned round and came straight towards the boat to ram her. The pirates and the *MAERSK* both then decided to stop and waited for daybreak. However, the destroyer *USS BAINBRIDGE* (named after Captain Bainbridge who was held hostage on Barbary Coast two hundred years ago) appeared at night. A stand-off was reached for next three days. Phillips has described the pirates' behaviors in great details. The cool sea water looked inviting in the unbearable heat, but also to escape, Phillips jumped overboard pushing the guy at the entrance of the boat. The attempt to swim to the navy ship failed, Phillips was caught, pulled

up into the boat, beaten badly and tied up. The pirates discussed the execution of their hostage. The narrative keeps the reader spellbound.

Meanwhile the Navy brought a Somali interpreter whose dialogue with the leader of pirates sounded to Phillips like the two knew each other for a long time. Phillips was worried with words like Al Qaeda, Yemen, and Al Fatah in their conversation. Then the leader left the boat ostensibly to negotiate, or possibly to surrender to the Navy. Two more warships then appeared on the scene. The boat was towed and tied to the stern of the *BAINBRIDGE*, Phillips wondering how and why the pirates allowed such action.

When all three pirates happened to be seen at the same time by the Navy's SEALs from the warship, the sharp shooters fired simultaneously, killing all three in an instant. Thus ended the siege of five days.

In every chapter the author describes the anxious time his wife had at home and media people crowding outside his residence in Vermont. Along with the single minded devotion to his Duty by the Captain, the solidarity shown by the ship's staff is praiseworthy. The author gives due credit to the SEALs and commander of the warship who had not slept for three days. The language is informal, the kind that is spoken by merchant seamen on board. This book should be in every ship's library. It will result in an animated discussion on board and inspire many more merchant seamen. ☆

The reviewer is a former Deputy Master of the Company of Master Mariners of India. mrparanjpe@hotmail.com

A Captain's Duty - Somali Pirates, Navy SEALs, and Dangerous Days at Sea' by Richard Phillips with Stephen Talty. published by Hyperion New York, 2010, pages 286, price USD 25.99, ISBN 978 1 4013 2380 6.

Captain Pete Booth authoring follow-up to *Sea Bouy Outbound*

Captain Pete Booth is working on a follow-on to his recently published *Sea Bouy Outbound*, with a shorter treatise on *Aircraft Carrier Command*. This latest effort includes many of the case studies of major collisions, fires, groundings and the like found in *Sea Bouy* as well as several more Navy mishaps. Most notably, it will contain the verba-

tim comments on command at sea of about twenty former carrier COs, other Navy ship COs and three civilian master mariners: CAMM members Captains Tom Gibson, Mark Robinson and Rick Comeau. More at Pete's web site: peterbooth.com or email him at pbooth@bellsouth.net. ☆



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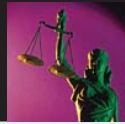


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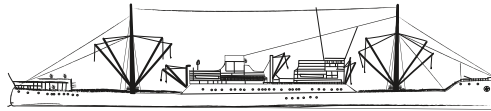
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