



Sidelights

February 2010 Vol. 40, No. 1

Published by the Council of American Master Mariners, Inc.

**Register now for CAMM's
2010 Annual General Meeting**

7 Attributes of the Professional Shipmaster

In the Industry

**2010: The year of the Seafarer
Penny-wise: Oily Water Separators
COLREGS & Boundary Lines**

International

**IFMSA on COP15
CMMC (Canada) Features**

**The barge that jumped out of the sea
Rights of prisoners-of-war**

Japan Captains' Association

Voluntary Traffic Separation Schemes

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

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Photo: NOAA

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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.

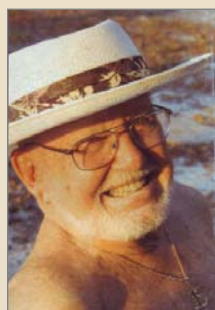
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Issue	Submission	Release
February	Jan. 5	Feb. 1
April	March 1	April 1
June	May 1	June 1
October	Sept. 1	Oct. 1
December	Nov. 1	Dec. 1

View From the Bridge

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President Captain Cal Hunziker comments on the past year in the industry regarding laid-up ships and piracy attacks and looks ahead to promising growth and future for CAMM.



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view

from
the



Bridge

LOOKING FORWARD AND AFT A REVIEW OF 2009 AND PLANNING FOR 2010



Captain Cal Hunziker
Camm National
President

WOW!! 2009 was a real mixed bag for the maritime industry. With the world wide economy in the tank and ships being laid up in

almost every port and harbor, it was hard to find a glimmer of hope for anyone involved in marine transportation.

It is reported that more than 1000 ships are laid up worldwide and that that number may triple over the next two years if the economy doesn't turn around. Another factor playing out in the increased lay-ups is the exponential growth in the size of container vessels. Where five years ago, a large size container vessel was 5,000 TEUs, today's callers in many ports average 10-15,000 TEUs. Double the capacity, lay-up two vessels for one, and add in a declining world economy, to equal major lay-ups and lay-offs.

On an equally dismal note, I've been reviewing the reports issued by the International Maritime Bureau (IMB) on the increased incidents of piracy throughout the world on their website (www.icc-ccs.org). Once you are there, click on IMB Piracy Reporting Center, then on "Live Piracy Map" to see the current status. You can also review previous years, back to 2005, by selecting the individual years at the right of the screen.

As reported and expected, the Indian Ocean off Somalia had the most attacks in 2009. It was interesting that in the IMB report of 406 incidents during 2009, they also report robberies and attacks while at berth or anchor as piracy. More disturbing, is the increased use of force and murder of captive crew, and in at least one incident of rape of female crew members held captive aboard a tanker as reported by Wikipedia.

Wikipedia also reported that the *MV MAERSK ALABAMA* was again attacked in November by Somali pirates, but that "the attack was repelled when the crew returned fire at the pirates". Hum, could this mark a change in attitude about

arming merchant ships?

On a brighter side for CAMM, we are now being published by the Philips Publishing Group. This arrangement, while allowing CAMM to retain the layout and editorial control of the magazine, is allowing CAMM to conserve its limited assets for other important projects. You will notice advertisements and solicitations that didn't appear in previous editions and they are the trade-offs allowing CAMM to better control costs. I must give kudos to our editorial staff and to Captain Bradley for negotiating this arrangement with Philips Publishing.

Continuing on the bright side, the Baltimore chapter has started back up and has met twice this past fall under the guiding hand of Captain Joe Hartnett. Captain Glenn Strathearn (captstrathearn@mastermariner.org) has agreed to head up restarting the New York chapter and is presently contacting members in his area to arrange a first meeting. Captain Craig Dalton, from Mass Maritime Academy (craig.dalton@verizon.net) has agreed to help start a chapter in the Boston area (and hopefully a cadet chapter at the school) when he returns from their training cruise this March.

I will be looking forward to seeing many of you in April at the Tampa AGM. By the way, Tampa is celebrating their 20th anniversary as a CAMM chapter at this convention! Let's make it one to remember.

Wishing you all fair winds and smooth seas.

CC. C. HZ
Captain Cal Hunziker



Left: The Live Piracy Map (Feb. 6, 2010) and right, the 2009 Piracy map as reported by International Chamber of Commerce (ICC) Commercial Crime Services.

Annual General Meeting Professional Development Conference

April 21-23, 2010 • Tampa, FL

Hosted by
CAMM Tampa Bay
Celebrating 20 years!



**Keynote
Speaker
Admiral
Eric T. Olson**

8th Commander of U.S. Special Operations Command (USSOCOM), is headquartered at MacDill Air Force Base, Florida. USSOCOM ensures the readiness of joint special operations forces and, as directed, conducts operations worldwide.

Discussion Panel International Piracy and Shipboard Security

Capt. Tim Brown, MM&P
President & CAMM Member
Mr. Will Watson, Maritime
Security Council & CAMM
Member
More panelists to come

AGENDA

Wednesday, April 21

1500 onwards
Check-in &
Hospitality Suite Open
1900 - 2000
Pool-side Welcome

Thursday, April 22 Professional Development Conference

Guest Speakers
Discussion Panel
Dinner at the Columbia
Restaurant with a Flamenco
Dance Performance

Thursday, April 22
Annual General Meeting
Officer Reports
Officer Elections
Views & Positions Discussion
Gala Dinner with Keynote
Speaker Admiral Eric T. Olson

Registration

Registration forms are now available on page 11 and on the CAMM website. Registrations forms are due **no later than March 22, 2010**. Lunch will be provided on Thursday and Friday.

Transportation

The Hilton Tampa Airport Westshore has a shuttle van that operates between the airport and hotel. There is a call phone in the baggage claim area.

Activities / Day trips

Activities will be available each day for wives and guests. Please mark on your registration form if you would be interested in a tour aboard the S.S. AMERICAN VICTORY on Saturday April 24th.

Dinner Menus:

Columbia Restaurant

Thursday Evening, \$50 per person

Bolicho "Criollo"

Eye round of Beef stuffed with chorizo and roasted in a flavorful gravy. Served with black beans and white rice topped with onions and platanos.

Roast Pork "A La Cubana"

Generous slices of roast pork with a delicious marinade. Served like back home in Cuba with black beans and white rice topped with onions, yucca and platanos.

Merluza "Russian Style"

Merluza, a tropical white flaky fish breaded with Cuban bread crumbs and grilled. Garnished with a Russian sauce of lemon butter, parsley and hard boiled eggs.

Dinner includes Cuban bread and butter, the Columbia's famous 1905 Salad, coffee, and flan for dessert. A vegetarian option will be available.

Gala Dinner

Friday evening, \$55 per person

Hilton Tampa Bay Ballroom

Hearts of Sirloin

Sliced New York Strip with a wild mushroom demi-glace.

Drunken Grouper

Rum marinated grouper seared and served with fried plantains boniato and papaya relish.

Salmon & Truffles

Salmon seared with truffles and served with fingerling potatoes and baby vegetables laced with lemon confit.

Dinner includes soup or salad, fresh seasonal vegetables, warm rolls and butter, dessert, coffee and tea. A vegetarian option will be available.

Recognitions

The Tampa Bay Chapter will present a check to the Special Operations Warrior Foundation at the Annual General Meeting Banquet on Friday evening. The Special Operations Warrior Foundation provides immediate financial assistance to special operations personnel severely wounded in the global war on terrorism, and their families.

The Foundation also provides full scholarships and family counseling to the surviving children of special operations personnel who die in service to their country. CAMM chapters and individual CAMM members are invited to join us in contributing to this worthwhile cause by adding a contribution on their AGM registration form.

Colonel and Mrs. John T. Carney, Jr., USAF, Ret., President, Special Operations Warrior Foundation will accept contribution on behalf of Special Operations Warrior Foundation.



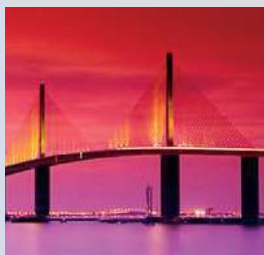
Hilton Tampa Airport Westshore

2225 North Lois Avenue Tampa, FL 33607

Hotel Group Rates from \$99/night plus taxes; includes breakfast buffet at Hilton's Coconut Restaurant. Book online - follow links from www.mastermariner.org
Tel: 800-445-8667 with rate code **AMM**.
Group rate valid until March 31, 2010.



Hilton





Secretary's Report

Submitted by Captain Don Moore, Jr.

Captains and members, the year 2010 has arrived and we begin the new year with anticipation and confidence. We accomplished many things during 2009 and we hope to continue improving.

Our MAS database was enhanced to make it even easier to communicate with our membership. We began a program to locate members who have moved or with whom we have lost contact. We found 32 members; however, our efforts fell somewhat short, as I sent out 187 letters announcing the termination of membership to members who are three years in arrears in paying dues. I am confident that many of the above mentioned Captains are in arrears, not because they want to leave the Council, but because we cannot contact them.

This year at our Annual General Meeting, held in Tampa, FL, we will be electing a new slate of officers. The Chapter and Regional Vice Presidents have prepared a list of nominees and are in the process of vetting these candidates. When the process is complete, the list of candidates will be distributed to all members in good standing. There are also proposed changes to the Constitution and By-Laws that must be voted on.

Your 2010 dues invoice mailing contains an information package. Please fill out our data request sheet as best you can so we can have up-to-date information on our members. The package also includes an explanation of the proposed changes to the Constitution and By-Laws so you can make a knowledgeable decision when you vote. The package also includes two booklets of raffle tickets. Please be as generous as you can.

In February, you will receive a mailing that will include a yellow proxy vote card and a blue ballot card. The proxy is addressed to me in Lynnwood, WA, and

the blue card is addressed to a secure Post Office Box in Tampa. Only votes that were picked up at the secure Tampa P.O. Box will be counted. If you bring your blue card to the meeting, it will be voided.

The 2009 financial statements have been distributed and the Preliminary Operating Budget for 2010 has been prepared and sent to the Financial Committee for review. The final budget will be finished before the AGM convenes.

I am looking forward to seeing you all in Tampa.

Sidelights Committee

Submitted by Capt. Tom Bradley, Chair

As you read through this issue of *Sidelights*, you'll notice we've made some changes. We've implemented plans to increase the quality of *Sidelights* while at the same time reducing the overall cost to CAMM. To this end, we've partnered with Philips Publishing Group in Seattle to sell and manage advertising to offset publication costs. To attract advertisers, we've gone to color, more pages, 5 issues per year, and increased circulation.

We've expanded our international section to include articles submitted by other Master organizations across the globe. In this issue, you'll read about the Japan Captain's Association and we plan to feature a different country's organization each issue. We've partnered with the Company of Master Mariners of Canada for both article submissions and circulation. IFSMA will continue to write for *Sidelights* in each issue. This aligns with Capt. Hunziker's and CAMM's goal to unite Master mariners across the globe to present untied fronts regarding seafarer's rights and other important issues.

To gain greater contact in the industry, we are now selling subscriptions to those outside of CAMM for \$14 per year. "I think selling our *Sidelights* would be a

wonderful idea. It shows we are not only concerned about the immediately organization's concerns, but the industry as a whole. The more we reach out, the more support we will get in return," replied one CAMM member when asked about the suggestion. Please tell your friends and colleagues and ask them to sign up for a subscription.

We started a new section "Our Stories" and invite retired members to reflect on their beginnings as a seafarer and lessons learned. This section is inspired by the story Capt. CE Chester shared with *Sidelights*, *My Ship was Torpedoed* and Capt. CE Gedney's recollections aboard his first two vessels. Captain Jackson Davis tells us about his career in this issue. We need you to share your stories and photos – we'll even help you put your words into a cohesive, readable article!

With five issues per year, we've revised our release dates to be Feb. 1, Apr. 1, June 1, Oct. 1, and Dec. 1. Submissions for feature articles are due to the *Sidelights* Committee approximately 40 days prior to the release date. Follow the *Sidelights* links on our website for general submission guidelines and article lengths.

We continue to maintain our expert witness database, as CAMM is paid a finders fee, and it gives our people a chance to pick up a little money. The form is posted on the website or ask me for one.

San Francisco Bay Area

Submitted by Capt. Klaus "Nick" Niem, President, SFBA Chapter

Three times a year the Chapter invites wives and significant others to their luncheon. The months of October and December were such occasions.

At SFBA's December Luncheon, all brought unwrapped presents to be collected by the San Francisco Bay Pilots and delivered to the SF Fire Department

for disbursement to needy children. The Pilots collected 150 bicycles, to be assembled by them, and delivered to the San Francisco Fire Department.

The SFBA Chapter lost Captains Henry Glick, George Zarubin and Al Case due to a untimely death. We all wish them Fair Winds and Following Seas. All of them will be dearly missed.

During our meetings we have discussed articles, made several recommendations, and passed possible solutions to the appropriate government agencies.

During the last quarter of the year we had several guest speakers. One of our guest speakers, Mr. George Ainsley, relayed to us some amusing stories and facts while he sailed the *QUEEN MARY*. He was in charge of number three boiler room. To access the boiler room, he had to take the elevator to the engineering platform and transverse three water tight doors to his station. He said it took him at least 15 minutes to get to the boiler room. The *QUEEN MARY* had 33 captains from December 1, 1935 through May 3, 1967. The keel was laid December 27, 1930 and her maiden voyage on May 27, 1936 from Southampton to New York

From March 1940 to September 1946, the *QUEEN MARY* entered the War Service. A short history of her war service: she carried a total of 765,429 military per-

sonnel, sailed a total of 569,429 nautical miles, and carried wounded returning to the U.S. She transported Winston Churchill three times to conferences and carried 12,866 GI brides and children. She resumed her passenger service July 31, 1947. The shipyard used 10,000,000 rivets in construction on her hull plates averaging 3x30 ft in length and 1-1/4 inches thick. We all perused George's book on the *QUEEN MARY*, by James Steele. In her lifetime she was a very impressive vessel.

Our other guest speaker was Captain G. Ross Wheatley, USCG - Ret.

Ross Wheatley has pretty impressive credentials. Ross is an academy graduate and went to his first sea tour. He held various jobs until he found his real calling. Capt. Wheatley went to law school and did a couple of tours as a CG lawyer. He worked most of his time as a lawyer doing trial work (i.e., court martials). He is also certified as a military trial judge and appellate judge. While as a lawyer, he was assigned to help with the investigation of the *EXXON VALDEZ* and the suspension and revocation case involving Capt. Hazelwood. After working with the investigation officers (IOs) on that case, he decided that they have the best jobs and wanted to become part of it. Ross transferred to MSO Puget Sound

(Seattle) and the SIO. While at SIO he investigated the collision of the two WSF ferries in the fog in Rich Pass and conducted the suspension and revocation hearings. Shortly thereafter he was transferred to Washington DC to broaden his career. Capt. Wheatley rotated to the SFBA as the Assistant Chief of the Legal Division, primarily providing advice to the Marine Safety Program. In 2004, the MSO was in the process of converting the SIO job from a military position to a civilian. Ross applied and ultimately got the job.

Sector San Francisco IO shop is staffed with 6 full-time investigators in addition to Ross. He has an administrative support staff of one. His Area of Responsibility (AOR) is all cases occurring north of Morro Bay to the California-Oregon Border and out 200 miles. In addition, they are responsible in all occurrences on inland waters (Delta, Sacramento, and Stockton). They also own Lake Tahoe and parts of Nevada, Utah, and Wyoming. IOs investigate marine casualties, violations of law, personnel misconduct/negligence, physical and mental competence, and drug and alcohol abuse.

The IOs investigate roughly 300 cases per year. Of these cases, typically about

Continued on next page >>>

New Members

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

- | | |
|---|--|
| <p>3268-R Captain David R. Byrnes of Beaumont, TX
<i>Active 1st Class Pilot Sabine Pilots</i>
Sponsored by Captain David Scott #2008-R</p> | <p>3274-RP Captain David Michael Argauer, of Clarksville, MD
<i>Active 1st Class Pilot Assoc. of Maryland Pilots</i>
Sponsored by Captain J. J. Hartnett #2143-R</p> |
| <p>3269-R Captain Robert W Quine of Fairfield, CA
<i>Active Docking Master for Chevron Shipping</i>
Sponsored by Captain R. Jeffery Wells #2560-S</p> | <p>3275-RP Captain Paul M. Hanley of Baltimore, MD
<i>Active 1st Class Pilot Assoc. of Maryland Pilots</i>
Sponsored by Captain J. J. Hartnett #2143-R</p> |
| <p>3270-RP Captain Les Thorsen of Clinton, WA
<i>Retired 1st Class Pilot Puget Sound Pilots</i>
Sponsored by Captain Donald Moore Jr. #1513-L</p> | <p>3276-R Captain Roger D. Hall of Marriotsville
<i>Sailed as Master</i>
<i>Active 1st Class Pilot Assoc. of Maryland Pilots</i>
Sponsored by Captain J. J. Hartnett #2143-R</p> |
| <p>3271-RP Captain Duke Adams, III of Davidsonville, MD
<i>Active 1st Class Pilot Assoc. of Maryland Pilots</i>
Sponsored by Captain J. J. Hartnett #2143-R</p> | <p>3277-S16 Captain Douglas E. Pine of Vashon, WA
<i>Sailed as Master of 1600 OSV and Tow Vessels,</i>
<i>Former Tow Boat Officer Project Manager – Pacific</i>
<i>Maritime Institute, Active owner of DP Consultants</i>
Sponsored by Captain Donald Moore Jr. #1513-L</p> |
| <p>3272-RP Captain Scott Michael Powell of Benicia, CA
<i>Sailed as Master, Retired 1st Class Pilot</i>
<i>Active Instructor-California Maritime Academy</i>
Sponsored by Captain Mark Hensley #1552-R</p> | <p>3278-R Captain Kenneth W. Sheets, Jr. of Incline Village, NV
<i>Retired Master, Military Sealift Command</i>
Sponsored by Captain Jeff Cowan #3070-R</p> |
| <p>3273-R Captain Lewis Garrett Picton of Manson, WA
<i>Active 1st Class Pilot Southeast Alaska Pilots</i>
Sponsored by Captain Elizabeth Clark #997-L</p> | |

Council >>>Continued from page 7

1/3 will be enforcement cases such as: verbal reprimand, written reprimand/ letter of warning (LOR), notice of violation (NOV), and suspension and revocation action. Ross and his staff also investigate groundings, collisions, equipment failure, personal injuries, and the like. His office investigates commercial vessels only, unless the incident involves both commercial and recreational vessels. Only 1 in 3 casualties result in any type of enforcement action. In effort to build continuity within the IO, the CG has hired 23 new civilian IOs in 2009. Additional civilian IOs are scheduled to be added in 2010/2011. To expand the background and experience of the IO corps, the CG has begun recruiting maritime academy graduates to train as IOs.

Seattle / PNW

*Submitted by Capt. Douglas Subcleff
Secretary, Seattle Chapter*

On September 3rd, the Seattle Chapter hosted their Second Annual Charity Golf Tournament to benefit the Youth Maritime Training Association (YMTA). The event was held at the picturesque Mount Si Golf Course, located east of Seattle near the town of Snoqualmie. Major sponsors included Crowley Marine Services, Westwood Shipping and Compass Courses Maritime Training.

Event organizer and Seattle Chapter President, Captain Richard Klein, reported that a total of 48 golfers participated in 12 teams competing for golf

awards and random prizes. Following the golf tournament was a Clubhouse buffet lunch, silent auction and raffle. Mr. Ken Passe, NW Alumni representative for California Maritime Academy, gave a short speech about the activities of YMTA and thanked all those who had sponsored and participated. For more information about this non-profit, maritime training association based in Ballard, Washington. Their website is: www.ymta.org.

At our September Chapter meeting held one week later, a total of 12 were in attendance to hear Captain Klein announce that the Golf Tournament had raised a total of \$5,000. A check for this amount was presented to YMTA President, Gary Stauffer, at our October meeting.

The October 15th meeting was also our annual Recognition Day Luncheon. This year we honored longtime CAMM member and former Seattle Chapter President, Captain Andrew Subcleff, #1999-R, as our Maritime Person of the Year for 2009. He was recognized for his distinguished merchant marine career and his many years of service to The Council of American Master Mariners. A total of 55 were in attendance including Seattle Chapter CAMM members and their spouses; CAMM National President Captain Cal Hunziker; Captains David Bremner, Phil Nelson, Leo Stradiotti, from the Canadian Master Mariners; Mr. Jim Gordon, Seattle Navy League; Father Tony Haycock, Catholic Seaman's Club; Youth Maritime Training Association President Gary Stauffer; and Seattle Marine Exchange Executive Director John Veentjer.



Chapter President Captain Richard Klein with award presentation to Captain Andrew Subcleff.

As part of the award presentation, Captains Louis Sackett and Jim Wright spoke about their experiences working with Captain Subcleff at Alaska Steamship Company and the Southwest Alaska Pilot Association. Captain Subcleff's son, Doug, provided a photo presentation about Andy's maritime career path that included his first trip as an Ordinary Seaman on the Liberty Ship SS *PETER SYLVESTER* in 1943 and his Third Mate training at the Fort Trumbull, Connecticut Maritime Training School during World War II. Captain Andy Subcleff's career at Alaska Steam lasted from 1945 to 1971. He sailed on 23 different ships and was also ashore a few years in the Seattle office where he worked as Port Captain. He then spent a few years serving as Master of the trainship SS *ALASKA* on a weekly schedule between New Westminster, Canada and Whittier, Alaska before he relocated to Homer, Alaska to work for the SW Alaska Pilots until his retirement in 1988. Since that time, Captain Subcleff has been active in the CAMM organization in both national and local levels. He most recently served as Seattle Chapter President prior to the election of Captain Richard Klein. The 2009 Maritime Person of the Year plaque awarded to Captain Subcleff is inscribed with the following:

"In recognition of your distinguished career: WW II Veteran, Alaska Steamship Company, Alaska Pilot. Your professionalism, leadership and personal code of conduct exemplify the role of the American Master Mariner."

A total of 17 attended the final meeting for the year on December 3rd at the



ABOVE: Golf Volunteers: from left to right: Captain Chuck Lund, Captain Georg Pedersen, Rachel Shrewsbury, Pat Hartle, Caic Lin, Justin Poulsen, Amy Subcleff and Ken Passe. The Mt. Si Golf Course is in the background.

RIGHT: Chapter President Captain Richard Klein presents the \$5,000 donation check to YMTA President Gary Stauffer.



Rocksalt restaurant. Chapter Treasurer Captain Donald Moore gave a photo presentation about the recent trip he and his wife Jackie made to India. This trip included a reunion of Jackie's Peace Corps team that had been on a two-year assignment to village of Raipur, India back in the 1960s.

Columbia River

submitted by Capt. S.V. Faulkner

The Columbia River Chapter in 2009 has grown, doubling its membership thanks to the work of Captains Tom Bradley and Dan Jordan and the Columbia River Bar Pilots. We now total 28 members.

We are exploring the possibility of having half our chapter meetings in Astoria OR and half at our current location in Vancouver, WA at the Quay on the River.

In May, my wife & I drove to Galveston TX and attended our Annual General Meeting. I wish to thank in the name of the Columbia River CAMM Chapter the sponsors and all the others who gave support for this successful event.

In October, at a regular meeting in Astoria, we elected new chapter officers for 2010: myself, Capt S.V. Faulkner as President; Captain Dan Jordan, Vice President; and Capt. Tom Bradley, Sec/Treas.

We intend and pledge our continued endeavors to answer the call of our National organization, The Council of American Master Mariners, Inc.

Baltimore/D.C

submitted by Capt. Joe Hartnett

We're Back! Our first re-activation meeting was held October 14. The meeting was attended by current members and prospective new members.

During the course of the meeting we reviewed the Chapter Constitution and Bylaws; reviewed the current Chapter roster; discussed CAMM National Positions; discussed prospective guest speakers and future meeting locations. All in attendance decided to continue to hold the meetings at the current location, however, everyone was open to occa-

sional meetings in Washington, D.C.

At our January meeting, we officially held Chapter officer elections. Those elected are: Capt. Joe Hartnett, President; Capt. Roger Hall, Vice President; and Capt. Christopher Yearwood, Secretary / Treasurer. We would like to welcome the newest members of our Chapter: Capt. Duke Adams; Capt. Dave Argauer; Capt. Roger Hall; Capt. Paul Hanley.

Houston

submitted by Capt. Micheal Mc Cright

CAMM Houston reconvened in October after our summer break. Our meeting schedule this year is TEXAS A&M University at Galveston's (TAMUG) Blue Room on the first Friday of each month.

We held a discussion about the Rotterdam rules and the fate of the USSS UNITED STATES. A campus tour was offered by Captain Jack Lane, who is also working as a professor at Texas A&M.

At our November meeting, we discussed chapter goals, many of which revolve around building up membership at our local meetings and to develop contacts within the industry and demonstrate CAMM's relevancy.

Our meeting was followed by an extensive, top to bottom, tour of the new School Ship, (ex SS CAPE GIBSON) Conducted by Captain Jack Smith and

Chief Engineer Buddy Fredrickson.

The Texas Maritime Academy and Texas A&M University at Galveston welcomed their newest training vessel at just before 1 p.m. on Monday, October 19, 2009. TMA, through the U.S. Department of Transportation's Maritime Administration (MARAD) has acquired the S.S. CAPE GIBSON to serve as the academy's fourth training ship.

The S.S. CAPE GIBSON will be used as a training facility for more than 300 members of the TMA Corps of Cadets. Docked at the Mitchell Campus, she will provide a learning platform for future licensed engine and deck officers and she will serve as a floating classroom for the academy's summer cruises.

The new ship is 605 feet long, making her more than eighty feet longer than the former TMA training ship, the USNS SIRIUS. The USNS SIRIUS made her final departure from the Mitchell Campus on June 25, 2009. The S.S. CAPE GIBSON averages 18 knots (around 20 mph), and displaces almost 32,000 tons - nearly double what the USNS SIRIUS displaced.

Our compliments to all who worked so hard to make this happen, including Captain Jack H. Smith, Marine Transportation Faculty and Chief Engineer Buddy Fredrickson, Lecturer Marine Engineering Department. ☆



CASH RAFFLE

Support CAMM's only National Fundraiser!

Sell tickets to your fellow shipmates and friends.

Contact your Regional Officer for ticket books.

Return this portion to CAMM

Name: _____ CAMM # _____

Address: _____

City, St, Zip _____

Phone: _____

Keep this portion for your records.



Winner drawn April 23, 2010 at AGM in Tampa, FL. Winner need not be a CAMM member or present to win.

Return ticket stub(s) with check payable to: The Council of American Master Mariners, Inc. P.O. Box 5034, Lynnwood, WA 98046-5034

Proposed amendments to the National By-Laws

Two issues are on the ballot for amendments. Current text is in black ink, proposed additions in blue ink, deletions in crossout, and *notations in red*.

Issue 1: Proxy Card Protocol

ARTICLE V: NATIONAL MEETINGS

Section 10.C. Proxy votes

(d) Each chapter will designate at least one delegate who is a member in good standing to represent such chapter and vote all proxies which have been authorized by individual members. The Treasurer and Secretary of each Chapter shall certify to the appointment of each delegate from their chapter. The proxy for the Chapter Delegate will be issued in the name of the Chapter not in the name of an individual member.

(amended 1976) (amended 2010)

Add paragraph f

(f) In order for the proxy vote to be valid and thereby be counted in the election, certain criteria must be met:

- 1) The proxy card must be issued by a member in good standing.
- 2) Proxy cards, if validated, can be used for both posted ballots and for items that are presented from the floor of the National Meeting.
- 3) There must be no doubt as to the proxy giver's intention. If a Proxy Card is in any way ambiguous so that the intent of which cannot be ascertained, this intent will be discussed by The Credential Committee established at the National Meeting. If the intent cannot be determined by this committee after reasonable consideration, the proxy will not be valid.
- 4) A Proxy Vote card given to a member who is not present at the National Meeting will not be valid.
- 5) A Proxy Card that shows a vote for more than one candidate in each position will not be valid.

Issue 2: Duties of Secretary / Treasurer

ARTICLE IV: OFFICERS

Section 1.e. Office of Secretary/Treasurer

~~1.ii. He shall receive all moneys paid in and shall report deposits the same in such bank or banks as shall be approved by the Board of Governors and shall disburse same by the order of said committee. He shall make a periodic report to the Board of Governors as required, and a report to the National Meeting. He shall be required to give bond for the faithful discharge of his duties in a sum with sureties required by the Board of Governors.~~

The Secretary/Treasurer shall be the Financial Officer of the Council of American Master Mariners, Inc. (CAMM), and shall have the custody of the corporate funds and securities. The Secretary/Treasurer shall deposit such funds in the name of the corporation in such depositories as may be designated by the Board of Governors. The Secretary/Treasurer shall dis-

tribute the funds of the corporation as directed by the Board of Governors, shall keep records of account showing, accurately at all times, the financial condition of the corporation, and shall perform such other duties as the By-Laws require or the Board of Governors may prescribe. (amended 1997, 1998, 2008, 2010)

Recommended Change – Addition of Sub-Section 3

3. A description of how the finances of the corporation shall be conducted is as follows:

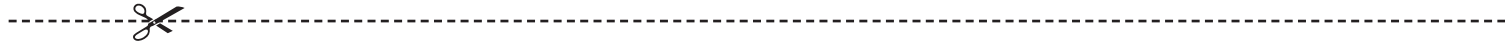
- i) CAMM's fiscal year shall extend from January first to December thirty-first as designated in the bylaws, Art IX, Sec I. All records of finances shall be kept on a fiscal year basis.
- ii) The Secretary/Treasurer is the co-signer, with the President, of any audits done for the corporation by a hired independent auditing firm.
- iii) The Secretary/Treasurer is co-signer, with the President, of all invested funds and negotiable instrument accounts.
- iv) The Secretary/Treasurer, along with the President, shall liaise with any investment advisor and/or firm engaged to manage and invest CAMM funds and he/she shall report the results of these meetings to the President and Board of Governors.
- v) The Secretary/Treasurer shall report to the Board of Governors the financial health and well being of CAMM during the interval from the immediate past meeting and shall recap the entire year. This report shall be done monthly no later than 10 days after the end of the month. A First Quarter report shall be made at the Annual BOG meeting. This shall also include, but not be limited to, a Statement of Cash Flow and a Statement of current Fixed Assets/Liabilities (Balance Sheet). The President may require other reports at his discretion. The report made at the annual meeting shall also include the reports for the preceding year.
- vi) The Secretary/Treasurer shall review and develop, with the President, operations budgets. These budgets shall be presented to the Finance Committee for review/approval no later than 45 days prior to the next budget year. On approval the budget shall be presented to the Board of Governors for comment.
- vii) Once the budget is approved the President is authorized to spend or not spend fund amounts as listed by category in the budget. If any category will be exceeded by \$500 the President shall submit this item to the Board of Governors for approval to increase the limits for this category. The President shall have the authority to spend \$500 on other items he deems necessary for the operation of the office of President.
- viii) The Secretary/Treasurer shall pay routine bills covered by the budget. Non-routine or bills that exceed the bud-



- get must be presented to the president for approval.
- ix) The Secretary/Treasurer shall review, with the President and Finance Committee, the Insurance policies that the corporation may have in force and recommend their continuance or modification to the Board of Governors.
- x) The Secretary/Treasurer shall review, with the President and Finance Committee, the investments that the corporation may have and recommend their continuance or modification to the Board of Governors.
- xi) The Secretary/Treasurer shall work with the President, and Finance Committee to prepare and present all items of a financial nature to the Board of Governors and, if needed, shall introduce these items for a vote of membership at each annual meeting.
- xii) The Secretary/Treasurer shall not be held responsible for the fiduciary health of CAMM's assets as invested

by direction of the Board of Governors.
(added 2010)
Recommended Change to By-Law ARTICLE IX: REVENUE- Addition of Sub-Section 4
ARTICLE IX: REVENUE
4. The Finance Committee shall recommend to the President any dues increase as a result of the budget approval process. The President will present the recommendation to the BOG at least 60 days prior to the AGM for approval at the AGM. (added 2010)

CORRECTION- discrepancy with mailing: Article IX, Revenue Section 4 (annual audits by third party CPA) was removed after a vote at the 2008 AGM in Reno. Due to web-master error, it was not removed from the website and was not noticed until after the dues invoice mailing went out. CAMM apologizes for any confusion this may have caused.



2010 CAMM AGM & PDC Registration Form

Name: _____ CAMM Membership No. _____

Address: _____

City: _____ State: _____ Zip: _____

Day Phone: _____ Evening Phone: _____

Email address: _____

Name for ID badge: _____ CAMM Chapter Affiliation: _____

Arrival Date: _____ Departure Date: _____

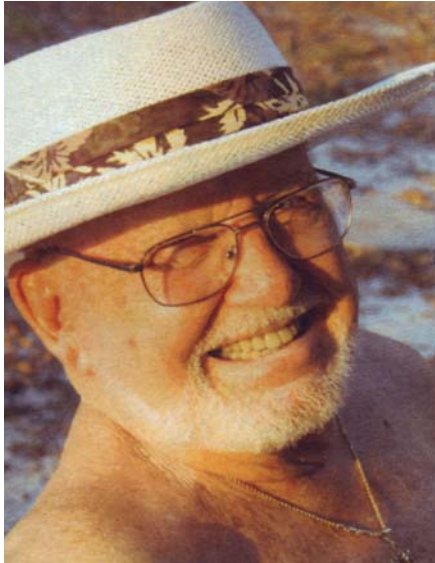
CAMM Events (Put a check mark in the boxes you wish to attend)					
Name	PDC & AGM \$120 per person ✓ to attend	Thursday Dinner \$50 per person circle choice	Friday Gala \$55 per person Circle choice	Guest Activity Circle choice	Total
Primary Attendee	✓	Beef / Pork Fish / Veggie not attending	Beef / Grouper Salmon / Veggie not attending	At meetings	
Guests		Beef / Pork Fish / Veggie not attending	Beef / Grouper Salmon / Veggie not attending	Yes / No	
		Beef / Pork Fish / Veggie not attending	Beef / Grouper Salmon / Veggie not attending	Yes / No	
Donation to the Special Operations Warrior Foundation (optional)					
Grand Total Due					

Would you be interested in a tour aboard the S.S. AMERICAN VICTORY on Saturday April 24th: Yes / No

Please return this form with check payable to "CAMM Tampa Bay" **no later than March 22, 2010 to:**
Capt. Donald M. Mercereau, CAMM Tampa, 596 Catalina Isles Circle, Venice, FL 34292-3974

CROSS'D THE FINAL BAR

CAPTAIN JERRY MILLER # 2484-S PRESIDENT, MOBILE BAY CHAPTER



We were saddened to report on the recent death of our Captain Jerry Miller as a result of injuries suffered in an auto accident. Jerry was a friend and a good guy who spent a large portion of his time helping others in our community. We will miss him. CAMM sends condolences to his family and many friends.

Jerry R.L. Miller was born June 24, 1929 in Peru, IN, to Ralph Lloyd and Franklin Eva (Francis) Hogentogler Miller. He enlisted in the U.S. Maritime Service as Ordinary Seaman in 1946 before graduating from Peru High School in 1947. From 1946 to 1949, Jerry served in the U.S. Army. He attended the University of Louisville from 1949 to 1950. He also attended the Maritime Institute of Training and Graduate School for Upgrading and Technical training, Andrew Fureseth Training School and Spencerian Commercial School.

After traveling the world and making many friends in many countries, Jerry retired as a Master Mariner in January 1991. He worked as a baseball umpire for Triple A, Double A, all levels of Amateur basketball and was registered in Indiana and Kentucky to work at the University level.

Jerry was an active member of several organizations, including the Council of American Master Mariners, Mobile

Bay Chapter, where he served as president; the International Organization of Masters, Mates and Pilots; Belles and Beaux, where he served as president from 1997 to 1999; Pensacola Senior Games and was the co-founder of Pensacola Senior Follies.

Those left to cherish his memory are his devoted sweetheart, Billie Jeanne (BJ) Eckles; two sisters, seven children, 11 grandchildren, and 11 great-grandchildren. Jerry is preceded in death by his parents, four siblings and a daughter.

To all those who knew and loved Jerry, he was a shining light of happiness and good nature.

CAPTAIN ROBERT DESCHAMPS #995-R



Born in Seattle in 1920. A member of MM&P and CAMM, Bob served as President of the Seattle Chapter

of CAMM from 1992 to 1993. A veteran of WWII, Korean and Vietnam wars, he worked for American Mail Line, MSTs and Weyerhaeuser. He became a Puget Sound Pilot in 1968 and retired in 1985. He was preceded in death by Pauline, his wife of 57 years.

CAPTAIN TED JABLONSKI # 1168-R



Cap t a i n Theodore F. "Ted" Jablonski, 83, of Ford City, PA, died on Friday, October 16, 2009 at A r m s t r o n g

County Health Center, Kittanning.

Born October 19, 1925, in Ford City, PA, he was a son of the late Martin and Mary (Kurtyka) Jablonski.

A veteran of World War II, he served in the Merchant Marines.

He retired in 1984, after having enjoyed a long career as a Panama Canal

ship pilot.

Captain Jablonski was a member of First Presbyterian Church, Ford City. He was also an active member of the Ford City VFW, the Panama Canal Pilots' Association, the Master, Mates and Pilots, and the Elks Club Lodge 1414 of Panama. He loved talking about health, politics, and religion.

He is survived by his seven children and four grandchildren.

CAPTAIN GEORGE ZARUBIN #1138-R

George Zarubin, 83, died Aug. 10. A resident of Daly City, CA, he last sailed for Sealand Service Inc. as Chief Mate on the *SEALAND DEFENDER*. He also served in the Korean War. His wife, Victoria, sons, George and Robert, and four grandchildren survive him.

CAPTAIN HENRY GLICK, #1304-L

He was born Aug. 1, 1916, in Stockton, CA, to Henry and Maybelle Glick. He was a third generation Californian.

In 1934, he graduated from Stockton High School, where he was the editor of the school newspaper. He attained the rank of Eagle Scout. In 1938, he graduated from California Nautical School (California Maritime Academy) with a third mate license.

In 1942, he married Effidean Beckman of Lodi, CA. She preceded him in death three weeks short of their 65th wedding anniversary. The couple moved to Kensington, CA, in 1944. In 2001, they moved to Astoria.

Captain Glick went to work for Chevron Shipping in Richmond, CA, in 1938, advancing to chief mate. He obtained his unlimited master license in 1944, and his first class pilot endorsement for San Francisco Bay and tributaries to Antioch, CA, in 1945. He retired as a senior docking pilot at the Richmond Long Wharf in June 1981. He finished his professional career as a special investigator for the San Francisco Bar Pilot Commissioners from 1984 to 1996.

He was an active member of Grace Lutheran Church of El Cerrito, CA. He

was also a member of the Mira Vista Golf and Country Club, Council of Master Mariners, Sons In Retirement Branch No. 2, National Maritime Historical Society, Lake Tahoe Historical Society and Columbia River Maritime Museum. He was a retired member of Local No. 40 of Master Mates and Pilots.

Family members said he was an avid golfer and handyman around the house and at the vacation home on the south shore of Lake Tahoe. He enjoyed gardening and spending vacations with his family.

He is survived by two sons and daughters-in-law, Peter and Lynne Glick of Los Angeles and Michael and Barbara Glick of Astoria; four grandchildren, and four great-grandchildren. He was preceded in death by a sister, Mary Glick.

At Captain Glick's request, no formal service will be held. Memorial contributions may be made to the California Maritime Academy Foundation, 200 Maritime Academy Drive, Vallejo, CA 94590, or the Columbia River Maritime Museum, 1792 Marine Drive, Astoria, OR 97103.

CAPTAIN JOSEPH BOYD # 1581-R



by Captain Douglas Subcleff, #2329-R

On September 30th, Captain Joseph Boyd passed away at the age of 81 after suffering a stroke.

Captain Boyd's nautical career began with the U.S. Navy in 1946, followed by the Army Transportation Service from 1948 to 1951. In 1951, he joined the National Maritime Union sailing all unlicensed ratings until 1957. From 1957 to 1963 he worked for Maritime Overseas Corporation. From 1963 to his retirement in 1981, he worked for American Mail Lines and American President Lines. A longtime member of CAMM, Captain Boyd served as a Seattle Chapter Officer, including the position of Chapter President. At his request, no funeral services were held.

CAPTAIN ALAN CASE # 1606-R

Alan Boyd Case passed away peacefully in Alameda, CA, on December 14, 2009, at the age of 78. Al was survived by his loving companion of 22 years, Marie Kane. Al was a resident of Alameda since 1941 and attended Alameda High School. He joined the Sea Scouts as a teenager and worked as a merchant mariner from 1948-1993, retiring with the rank of Captain. He enjoyed building computers and swapping stories with his morning coffee pals at Coffee and Tea Traders. Al will be greatly missed by all.

CAPTAIN NOEL BIRD #1812-A



Born on Christmas Eve, December 24, 1919 in Berkeley, California, passed away on December 25, 2009. He is survived by his wife of sixty-four years, E. June Bird.

He attended and graduated from the California Maritime Academy in June 1939 with a degree in Nautical Science. Following graduation, Noel served for a year as a cadet officer in the Merchant Marine Service on board the east coast cruise ship *SS BRAZIL*. In October 1940 he was commissioned an ensign in the U.S. Navy Reserve and assigned to active duty at San Diego, California.

At the time of the attack on Pearl Harbor, December 7, 1941, Noel's ship was on training maneuvers off the coast of Coronado, California. Immediately following the attack, his ship was loaded with spare parts and proceeded directly to Pearl Harbor to assist in repair of the fleet. During the war Noel served aboard two attack transports and was involved in fourteen amphibious landings in North Africa and throughout the Pacific. He retired with the rank of Commander.

After 23 years of naval service, Noel was employed from 1964 to 1982 by the Pacific Maritime Association as Director of Safety Training and Accident Prevention for Maritime Operations, Washington State Ports.

CAPTAIN LES WILLIAMSON

#2048-R

by Captain Douglas Subcleff, #2329-R

March 2, 1919 - April 20, 2009. In his own words: "When the Sailor's



Union gave me an ordinary seaman's job on the SS POINT ESTERO owned by Swayne & Hoyt, on August 5, 1936, you required nothing but a card from the union. I had nothing from Coast Guard or US Gov't. That changed in December 1936 when Congress passed Copeland Act, requiring US Coast Guard to certify seaman."

Williamson sailed for SUP August 1936 - May 1951; Alaska Steam from 1951 - 1971, and APL from 1972 until he retired in June 1988.

He sailed to Aleutians during the War. He was aboard the largest wooden steam schooner *SS ALICE TABB* (ex *FOREST KING*) when she foundered off Savannah, Sept 28, 1940. He sailed the last trips on *SS VICTORIA* Aug 1952 and *MV LA MERCED*, Nick Bez's floating cannery, summer 1953."

A longtime member of the Council of American Master Mariners, Les attended Seattle Chapter meetings whenever possible. He sailed with many CAMM members during those years with Alaska Steam and APL. Captain Louis Sackett recalled when Les was in the fo'c'sle and how persistent Les was to learn the ropes when he got the Third Mate's job on the *DENALI*. and he claims that the "Weeping Willie" nickname came about due to Les's desire for more overtime. Louis also commented that "Les was someone who could see beyond the horizon." Captain Andy Subcleff remembers the first time Les sailed Captain for Alaska Steam in 1965 on the *ILIAMNA*. Captain Chuck Lund will never forget those long legs of Captain Les as he moved quickly around the *PRESIDENT WILSON* to give Chuck his first tour of the ship as a new Chief Mate. Chuck also recalled the onboard presence of Les's wife RoseAnn, wearing her commodore outfit, and how Les would beam whenever his wife would enter the room. ☆

Eternal Rest Grant Unto Him



by Father
Sinclair Oubre
CAMM Chaplain
#3220-A

The phone rings, Matt from the local funeral home is calling. "Father," he says. "I have four sets ashes, can you take care of them?"

The next time that I am at the funeral home, he passes them to me, and a few days later, I give Tommy a call. Tommy is the pilot

and Tommy asks if this would be a good place to inter the ashes. The old 18-mile light is just off our port beam, and this gives a good point of reference for families to know where the cremains of their loved ones were put to rest.

Taking the four sets of cremains, I carefully head to the bow, Tommy puts the stern of the boat to the wind, and I begin the prayers of final commendation with the special prayers for those cremated and interred at sea. With each set of ashes, I invoke the person's name, and ask God to welcome him or her into his eternal kingdom.

In only a few minutes, I am back inside, and Tommy decides that this is a good time to head back to dock, fuel up, and take care of few maintenance items before beginning the afternoon pilot shuttle.

Once back at the dock, I again feel that I should be out on deck helping with the docking, but Tommy just keeps chatting...

As cremation becomes a more frequently used method for caring for the remains of our loved ones, port ministers, shipping companies and the US Maritime Administration are receiving more requests to facilitate the interring of the remains at sea. However, since this has always been done on a case by case basis, the frequency of requests is putting a strain on the present system.

In February of 2009, fellow CAMM member Jon Furukawa sent me an email stating that "... MARAD was pondering doing burials at sea from MARAD ships for mariners and wanted to know if AOS-USA chaplains could help establish a

program & do burials."

Sadly, that email sat in my inbox, and waited for a response. Thankfully, Jean Barile of MARAD did not let the issue cool, but called me a few weeks ago, and asked if we would like to help. I told her that I would like to help very much.

MARAD is considering developing a service for merchant mariners so that if they request it, MARAD will invite a local maritime minister to accompany one of their vessels on sea trials. During the trials, time would be set aside for the interment of cremains. In addition, by MARAD working in close cooperation between the Apostleship of the Sea USA and the North American Maritime Ministry Association, most mariners will be able to have maritime ministers from their own faith tradition.

In the next few months more details will be worked out, but in the meantime, please pray for the success of this very important MARAD initiative. ☆

Apostleship of the Sea - United States of America

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



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

1500 Jefferson Drive
Port Arthur, TX 77642
aosusa@sbcglobal.net
Voice: 409.985.4545

www.aos-usa.org



2010: The Year of the Seafarer



E.E. Mitropoulos
IMO Secretary-General

IMO Briefing 47, 23 December 2009

E.E. Mitropoulos Secretary-General

The human development.

International Maritime Organization has decided to dedicate the year to you by choosing, as the theme for World Maritime Day, “2010: Year of the Seafarer”. Our intention is to pay tribute to you, the world’s 1.5 million seafarers - men and women from all over the globe - for the unique, and all too often over-looked, contribution you make to the wellbeing of all of us.

We will do so with deep appreciation, in recognition of the extraordinary service you render every day of your professional life, frequently under dangerous circumstances, in delivering, to the more than 6.5 billion people of the world, the wheat that makes our daily bread, the gas and oil that warms our homes or moves our vehicles and the gifts we will share and enjoy with our families and friends over this Festive Season.

At IMO, we are ever-conscious of the important role you play in helping us achieve safe, secure and efficient shipping on clean oceans - the goals that we, as the United Nations specialized agency charged with the regulation of international shipping and as a member of the global maritime community, have set ourselves.

And so, we will celebrate next year’s World Maritime Day theme with much pride in your contribution to our objectives, to the facilitation of more than 90% of the world’s trade, and to sustainable

In so doing, we also seek to reassure you, at the “sharp end” of the industry, that we, who are responsible for the international regulatory regime and who serve shipping from ashore, do understand the extreme pressures that you face and that, as a result, we approach our own tasks with a genuine sympathy for the work that you carry out.

At the same time, we will seek to add impetus to the “Go to Sea!” campaign, which we launched in November 2008 to attract new entrants to the shipping industry and, in particular, to encourage young people to follow in your footsteps by becoming the seafarers of tomorrow. We launched that campaign in association with the International Labour Organization, the “Round Table” of shipping industry organizations (International Chamber of Shipping, International Shipping Federation, BIMCO, International Association of Independent Tanker Owners and International Association of Dry Cargo Shipowners) and the International Transport Workers’ Federation, all of whom will be joining us in celebrating

the Year of the Seafarer.

Last, but mostly importantly, we want to convey to you a clear message that the entire shipping community understands and cares for you - as shown by the efforts we make to ensure that you are fairly treated when ships on which you serve become involved in accidents; are looked after when you are abandoned in ports; are not refused shore leave for security purposes; are protected when your work takes you into piracy-infested areas; and are not left unaided when you are in distress at sea.

1.5 million seafarers serving the daily needs of more than 6.5 billion citizens of the world! It is a fact that goes unnoticed or is taken for granted by most, but one that should be trumpeted loud and clear. For seafarers the world over deserve our respect, recognition and gratitude and, during 2010, we at IMO are resolved to ensure that the world does take notice of your exceptional role and contribution and of the special debt that all of us owe to you. We thank you for that!

With best wishes for the Festive Season and the Year of the Seafarer - and a safe return home! ☆

World Maritime Day

Every year IMO celebrates World Maritime Day. The exact date is left to individual Governments but is usually celebrated during the last week in September. The day is used to focus attention on the importance of shipping safety, maritime security and the marine environment and to emphasize a particular aspect of IMO’s work.

To mark the occasion, the Secretary-General of IMO always prepares a special message and this is backed up by a paper which discusses the selected subject in greater depth.

World Maritime Day 2010 will be observed during the week of 20 to 24 September 2010 and will be celebrated at the Organization’s Headquarters on Thursday, 23 September 2010.

Penny Wise and Pound Foolish



by Captain
Dennis L. Bryant
Maritime Consultant

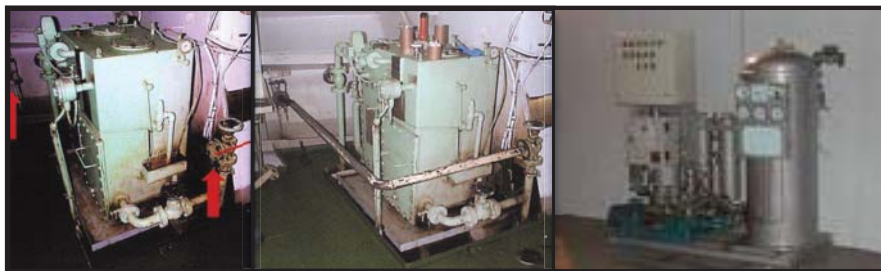
This adage of ancient vintage refers to excessive care about trivial things accompanied by insufficient care about important ones. A good maritime example relates to oily water separators (OWS).

They are found on all ocean-going ships and many inland vessels to separate liquid wastes that

collect in the bilge into water which can be pumped overboard and oil which is to be retained and either processed on board or disposed of ashore. The devices are comparatively inexpensive. They are overlooked by one and all – until they break down.

Older OWS were developed when the design standard was 100 ppm and were never designed to operate at modern purity levels (15 ppm). They break down frequently.

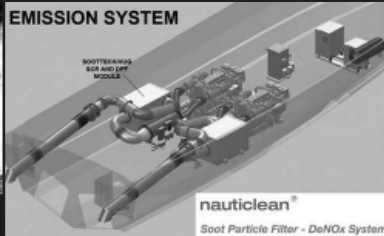
Recently, the IMO approved the standards for a new generation of OWS that operate quite well (albeit not perfectly) at the modern purity level and can deal with most of the new exotic chemicals that find their way into bilges. Through an apparent bureaucratic oversight, the IMO neglected to include in its



Left 2 photos show OWS (dirty & with bypass pipes). Right photo is a new OWS.

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promulgation of the new standard any provision for the phase-out of older OWS, with the exception that all new installations had to be of the new generation of device. Thus, a ship with an old, inadequate OWS could keep it on board for the remainder of that ship's life (which could be 30 years or more). Through neglect, or in an attempt to save a small sum of money, almost all owners of existing ships have retained the older OWS. That is penny wise.

The problem is that, particularly if your ship is US-flag or calls in ports in the United States, this inaction could be highly expensive for both the ship owner/operator and the chief engineer. The US has shown zero tolerance for falsified oil record books (ORB).

Chief engineers are routinely faced with a Hobson's choice. When the old OWS breaks down (as frequently occurs), the chief engineer can either require the ship to cease operation until the OWS is repaired (with the result that the chief engineer will be immediately discharged by the owner) or the chief engineer can have the rising level of bilge waste pumped directly overboard (generally at night) and then make an entry in the ORB showing proper disposal of the bilge waste. If the fraudulent ORB entry is discovered during a port state control inspection or other boarding, the chief engineer and the ship owner/operator are both prosecuted. The chief engineer generally goes to jail and the owner/operator pays a multi-million dollar fine and institutes an onerous environmental compliance program.

This turn of events largely is the result of the failure to install the new generation of OWS. That is pound foolish. ☆

The Importance of the Boundary Lines

by Capt. Dennis L. Bryant

Rules of the nautical road, albeit informal, have been in use for centuries. It was not until the late nineteenth century that those rules became relatively standardized. An international conference convened in Washington, DC in 1889 to adopt what are now called the International Regulations for Prevention of Collisions at Sea (COLREGS). Domestically, the US rules coalesced into rules for Inland Waters, the Great Lakes, and the Western Rivers. Finally, in 1980, Congress unified these into the current Inland Rules.

Dividing up the waters into regimes where different rules apply raised the issue of where to locate the boundary between these regimes. Congress met the challenge in 1895 when it enacted the Boundary Line Act, giving the U.S. Coast Guard (originally the Secretary of the Treasury) authority to establish “appropriate identifiable demarcation lines dividing the high seas from harbors, rivers, and other inland waters of the United States, for the purpose of determining the applicability” of the navigation rules. The demarcation lines for US coastal waters were duly established and appear on US nautical charts.

Over time, the value of the concept of a boundary line was recognized for purposes other than just the rules of the nautical road. In 1980, Congress authorized the U.S. Coast Guard to “establish appropriate identifiable lines dividing inland waters of the United States from the high seas” for other purposes. Wasting no time, in 1981, the Coast Guard promulgated its Boundary Line regulations.

The boundary lines are used to delineate the application of: the statute establishing the length of towlines; the load line statute; the seagoing barge statute; the seagoing motor vessel statute; the statute regarding small freight vessels operating in Washington and southeast Alaska; the Officers’ Competency

Convention Act; the statute regarding fire-retardant material on US passenger vessels; and the statute regarding safety standards for US fishing industry vessels. The Coast Guard also uses the boundary line to determine the application of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW Convention).

At first blush, the two sets of regulations appear to be the same – and in many respects they are. Except as otherwise described in either the COLREGS demarcation line regulations or the boundary line regulations, both follow the general trend of the seaward, high water shorelines and lines continuing the general trend of the shoreline across entrances to bays, inlets and rivers. There are, though, various small differences, related directly to why the Coast Guard sought a separate authority for the second set of rules. For example, in 1985, the Coast Guard moved the boundary line (but not the demarcation line) several hundred yards offshore at Bakers, Haulover Inlet, Florida to enable inland dredges to work the harbor inlet and approaches without having to undergo inspection for certification. The cost and man-hours necessary to prepare for and accomplish the inspection were not considered justified by the agency considering the short distance from the inlet entrance that the dredges would be operating.

While there may have been collisions that were caused, at least in part, by confusion over whether the international or inland rules of the nautical road applied, it has proven difficult to locate any reported litigation on this point. Generally, the boundary or demarcation line is mentioned only in passing in the reported cases.

One case, though, containing an extended discussion of the demarcation line is the Louisiana Boundary Case decided by the US Supreme Court in

1969. The state of Louisiana brought suit against the federal government, arguing that it was entitled to exclusive possession of and power over certain lands underlying the Gulf of Mexico. Among other things, Louisiana argued that the demarcation line, as established by the Commandant of the Coast Guard, defined the coast of the United States and that Louisiana was entitled to exclusive possession of all submerged lands off its coast up to three miles seaward of the demarcation line. The Court went through an extended analysis of the history and purpose of the demarcation line, holding that its purpose was limited to application of the rules of the nautical road. Justice Black filed a vigorous dissent, stating in part that use in this case of the demarcation line “will put a stop to eternal litigation and help relieve this Court of the heavy burden repeatedly brought upon us to make decisions none of us have the time or competence to make.”

Whether the US Supreme Court has the time or competence to decide boundary line controversies is beyond the scope of this brief discussion. Fortunately, though, application of the COLREGS demarcation line and the boundary line has been limited to specific purposes. Mariners must continue, though, to fully understand when they cross the boundary lines and the implications thereof. ☆

Editor’s Note: Dennis L. Bryant retired from the US Coast Guard with the rank of Captain after 27 years active duty. He had various tours as a law specialist, including an assignment as the Coast Guard’s Law of the Sea officer. He also served a tour in the Office of International Affairs and finished his career supervising the staff charged with implementing the Oil Pollution Act of 1990 (OPA 90). He may be reached via telephone at 1-352-692-5493 or via email at dennis.l.bryant@gmail.com.

Vice Admiral Bob Papp Nominated As Next USCG Commandant



by Will Watson
#3256-A

President Barack Obama nominated Vice Adm. Robert J. Papp Jr. for the top Coastie job. Papp must first be confirmed by the US Senate (with hearings and a subsequent vote expected in March) and would then assume command for a four-year term on May 25th.

Homeland Security Secretary Janet Napolitano lauded the White House announcement that Papp had been selected for the job. *"The Coast Guard plays a vital role in protecting our nation — securing America's borders, protecting our ports, and providing critical aid during disasters,"* Napolitano said in a statement. *"Vice Admiral Papp's extensive knowledge of the Coast Guard's opera-*

Conjecture as to who would succeed Adm. Thad Allen as commandant of the US Coast Guard ended in December when

tions and broad mission will strengthen our efforts to ensure the nation's maritime security." Sources inside the Coast Guard tell *Sidelights* that they – and Adm. Allen – are also pleased with the nomination and ranking officers say they regard Papp as a true leader who has the "sense of mission" to lead the Coast Guard's 42,000 active-duty men and women and



Photo: USCG

the 7,000 civilian employees.

Papp, who has summed up his leadership style as: "Be firm but be fair, be demanding but also be understanding," has maritime industry leaders hopeful that dialogues begun by Allen will continue under his command. *"I've known*

Bob Papp for years and I believe he'll be an excellent commandant," commented one senior mariner who holds an executive position with a domestic shipping line. *"We look forward to working closely with him."*

Papp, who is presently commander of the Coast Guard

Atlantic Area and Defense Force East, says he is *"very humbled by it all."* In comments to the media, the 57-year-old Virginia resident said he is *"very thrilled and excited, and is looking forward to the process toward confirmation."*

After graduation from the Coast Guard Academy in 1975, Papp commanded the USCG training ship, the *BARQUE EAGLE*, from 1995 to 1999, a post he has often described as the best in the Coast Guard. He was promoted to rear admiral in 2002 as director of reserve and training, making him responsible for managing 13,000 Coast Guard reservists and all of the training centers. He then commanded the Ninth Coast Guard District and later became the Coast Guard's chief of staff, with responsibility for all management functions.

His career includes service on six Coast Guard cutters and posts such as chief of the capabilities branch in the defense operations division; chief of the fleet development team; and chief of the USCG's Office of Congressional Affairs. Papp is the 13th Gold Ancient Mariner of the Coast Guard which is an honorary position held by an officer with over ten years of cumulative sea duty who is charged with keeping a close watch to ensure sea-service traditions are continued and the time-honored reputation of the Coast Guard is maintained.

In addition to his diploma from the USCG Academy, Papp holds a master's degree in national security and strategic studies from the Naval War College and a master's in management from Salve Regina College. Papp and his wife, Linda Kapral Papp, have three daughters, Lindsay, Caitlin and Jillian. ☆



Photo: USCG

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Horizon Lines Participates in Anti-Piracy Testing

U.S. Flag Carrier Committed to Supporting Merchant Mariners Safety at Sea

Horizon Lines Press Release

Charlotte, N.C. (August 28, 2009) – Horizon Lines, Inc., (NYSE:HRZ), the nation's leading domestic ocean shipping and integrated logistics company, recently participated in two separate anti-piracy system trials in an effort to better protect the lives of merchant mariners.

In late July, International Maritime Security Network, LLC (IMSN) conducted safety drills and anti-piracy testing aboard the *HORIZON CRUSADER*, while the ship docked in Orange, TX. IMSN completed a test of the 'Triton Shield APS' system of deterrence and training. Included in the system drill were deterrent measures for approaching vessels, physical deterrents for potential unlawful boarders, security and fortification for the crew, and mitigating risk of penetration of the safe area. Training and education of key stakeholders was also conducted. Along with Horizon Lines' vessel operations teams, members of the Marine Engineer's Beneficial Association, Seafarer's International Union of North America, International Organization of Masters, Mates, and Pilots, U.S.

Coast Guard and Port of Orange Port Authorities were in attendance.

Cpt. Ralph H. Pundt, Co-founder of IMSN, LLC said, "The success or failure of any system is being able to test it in the field under normal working conditions. Horizon Lines' willingness to allow International Maritime Security Network, LLC to work aboard their vessels and with their crew has been paramount in helping us understand the challenges and limitations we will be facing. Based on this cooperation we have adjusted our system to adapt to the vessels' conditions, this would not be possible without the support of proactive shipping companies like Horizon Lines." He continued, "We could not have asked more from a shipping company as we work together to meet the challenges of protecting our fellow seafarers."

On August 11th, the vessel *HORIZON CHALLENGER* currently in reserve status and docked in Bayonne, NJ, was the site of the SAFE Solutions, LLC drill of their 'Nemesis 5000' anti-piracy technology. The Nemesis 5000 is described as a non-lethal, high pressure water system which integrates with a vessel's existing fire

suppression system to prevent unauthorized boarding of the ship.

"We aim to give vessel operators effective and practical non-lethal solutions which protect the crew and the cargo against the ever-increasing threat of piracy," said Hector J. Delgado, Principal of SAFE Solutions, LLC, located in Deerfield Beach, FL. "The demonstration, which far exceeded our expectations, was only possible due to the generous efforts of Horizon Lines."

Charles G. Raymond, Chairman, President & CEO, Horizon Lines Inc. said of the anti-piracy testing, "While Horizon Lines has never encountered any threats of piracy in the lanes we serve; we made it a priority to have two vessels available, along with our support staff and vessel operations experts to participate in these trials."

He continued, "While containerships have more speed and maneuverability than tug and barge operations, we need to find solutions that can be applied to all commercial carriers. It's critical to share new ideas, technology and experience because a risk to any mariner at sea is a risk to all of us." ☆

DOT prioritizes 25 ships in worst condition for cleaning

DOT Deputy Secretary John D. Porcari Announces Plan to Clean Up Suisun Bay Reserve Fleet

MARAD Press Release Oct 22 2009

BENICIA, Calif., – U.S. Transportation Deputy Secretary John D. Porcari today announced that the Department's Maritime Administration (MARAD) will begin to clean up and recycle obsolete vessels at the Suisun Bay Reserve Fleet (SBRF). MARAD has awarded the first contracts for the removal and recycling of two WWII-era cargo ships currently moored in Suisun Bay, California – the first ships to be disposed from the fleet since January 2007.

"The Obama Administration is committed to good environmental stewardship, and these deteriorating vessels pose a risk to the marine ecosystem in Suisun Bay," said Deputy Secretary Porcari. "We

can maintain our national defense sealift assets at the Suisun Bay Reserve Fleet with a much smaller footprint on the surrounding environment. The DOT has prioritized obsolete ships in the worst condition for proper cleaning and will work as quickly as possible to bring the fleet in line with our national goals for a safe and clean environment."

The Suisun Bay Reserve Fleet is one of three anchorages maintained by the Department of Transportation's Maritime Administration for national defense and national emergency purposes. There are currently 84 non-retention ships moored in the Reserve Fleet, of which 57 are located in Suisun Bay.

MARAD Acting Administrator David

Matsuda added, "The Suisun Bay Reserve Fleet is an important national security site. Performing our mission here needs to be done with great respect for the environment and we are committed to doing just that."

The first two ships slated for dry-docking – the *EARLHAM VICTORY* and the *PAN AMERICAN VICTORY* – were built by Permanente Metals of Richmond, California in 1945. Both ships will be cleaned at the BAE Systems San Francisco shipyard by the end of the year, and then towed to Brownsville, Texas, where they will be recycled at All Star Metals, LLC. MARAD awarded BAE Systems a \$1.47 million contract to drydock the two vessels, and ALL Star Metals a recycling contract for \$2.1 million. ☆

Attributes of the Professional Ship's Master



by Capt. Pete Booth
#3063-R

The vast majority of ship's Captains/Masters are responsible, competent and equitable stewards of the considerable authority granted them while temporarily aboard their vessel. Some though, are not. This précis is a reminder to the majority of the slim demarcation between success and failure in the maritime arena.

Safety

The sine qua non of the mariner—the most essential responsibility of

the Master. He sets the tone; he is the one that accepts no compromises. Safety of his vessel and precious human occupants is, without question, his fundamental task. The intensity of safety awareness and compliance flows directly from the top.

Navigation

The prudent Master demands from his watch and himself a backup to every fix, even though it be as simple as a depth or DR cross check. This is especially true for electronic navigation. He is a strong proponent of the simple art of dead reck-

oning and, when in piloting waters, the fathometer becomes his best friend.

Knowledge

Through knowledge, comes the wherewithal to make the tough decision correctly. The smart Master seeks constantly to improve himself and to broaden his knowledge, knowing full well that the alternative will ultimately result in the decline of his professional persona and effectiveness on the deck plates.

Judgment

Most of the Master's paycheck accrues from the consistent exercise of sound judgment. He knows when to give and when to push; when to take the considered risk and when to back off. He is mindful of his economic responsibilities to his company and his lawful accountability to the laws of the sea.

Complacency

The seas are calm, the sun shining and the plant is humming. The Captain is aware though, that to relax underway invites disaster for, in a flash, a man can fall into the sea, a fire can spark or the seas lash out. Generations of mariners have failed to pay the admission of eternal vigilance only to ante up at the day of reckoning.

Personal

The master mariner leads and comports by personal example with an undiluted dose of honesty and integrity to the task at hand. He does not demand of others, what he himself does not practice. Visible to his ship and crew, the bilges included, the Captain is seen as one they can trust and rely upon when the going gets tough.

Respect

The Master is most respectful of the wants, fears and concerns of his crew. He knows well that the success or failure of his vessel rests on the strength of the weakest link and that all hands will be essential at one point or another. He takes care of his team, but never coddles or condones mediocre performance. Too, he seeks to reward those who put forth an above and beyond professional effort. Until proven otherwise, the Captain has a deeply held respect for those entrusted to his care. ☆

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by Captain
Daniel Kozak, Ret.
#974-R

Together the USCG & USMS Made History

Those who read my USMS-papers, please keep in mind that the United States Maritime Service was authorized by the 1936 U.S. Congress as part of the United States Coast Guard Training Command. By 1939 there were some 10 USMS training ships of several different types, i.e. steam, motor and sail. Members of the USCG Officer Corps assumed command of all USMS training ships as well as training bases around the country which included several USMS "Boot Camps" and Officers Candidate Schools (OCS).

For the most part, USCG officers and petty officers served as company commanders and "drill instructors." They essentially taught USMS "boots" and OCS trainees "the ropes." Upon graduation from training, USMS-trained sailors entered the United States Merchant Marine, bringing with them a unique military-oriented "idea" (i.e. better training, more discipline and a uniformed professionalism), making the uniformed USMS the greatest maritime training force the world has ever known, of which the USCG should be proud.

When well-trained and experienced USMM licensed officers were USMS-commissioned during WWII, they took-over command of all USMS training unit functions. The USMS was mandated by Congress ranks and pay levels equal to their USCG counterparts. The USMS (officers and petty officers) assumed full-time exclusive command. They held USMS ranks from Apprentice Seaman, Seaman 2nd & 1st Class, Petty Officer 3rd, 2nd, 1st Class, Chief Petty Officer; Warrant Officer, Chief Warrant Officer, Ensign, Lieutenant (JG), Lieutenant, Lieutenant Commander, Commander, Captain, Rear Admiral and Vice Admiral; all with full-time pay, allowances and benefits enjoyed by equal USCG personnel, during WWII and after. USMS commissioned officers still command the federal academy at Kings Point, NY and all state maritime academies and ships.

When a USMS-trained sailor reported aboard a USMM ship during WWII, he was immediately assigned to a 3"50, 5"38 or Twin 40 AA "Battle Station" (as a well-trained gunner's assistant). Many times, when USN or USCG guncrews were "knocked-out-of-action," USMS-trained gunners took-over and were credited with "downing" many attacking enemy aircraft. They distinguished themselves as their

forefathers did aboard as the privateers of the Revolutionary War. Read the WWII book, titled, *At All Cost*; two USMM sailors (a LT, USMS and a Deck Cadet-Midshipman, USMS) alone "brought in" an abandoned, highly battle-crippled U.S. tanker safely into British-held Malta. While doing so, they were credited with several enemy aircraft "kills" and of "knocking-out-of-action" an enemy torpedo boat. The tanker's cargo subsequently replenished RAF fighters and sorely needed fuel for Malta gun-batteries. Thus, two U.S. Merchant Mariners essentially saved Malta on a pending Axis invasion. Although they were both awarded the USMM Distinguished Service Medal for bravery while under heavy enemy gunfire, many of us (USMM sailors) feel it should have been the U.S. Congressional Medal of Honor. Saving Malta kept the Mediterranean Allied! ☆

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Our Stories

CAPTAIN JACKSON DAVIS

There is nothing so bad that something good can come out of it.

Reviewing my life there has been some good things that came out of terrible times.



*by Captain
Jackson Davis
#1644-R*

Naval Career

First, in January 1940, I joined the Navy Reserves in Seattle as a raw recruit. They gave me free clothes, a place to sleep,

food and a little bit of pocket money. Plus free medical for life. Hell of a deal during the Depression. I received an outstanding education as a sailor from the merchant sailors and officers who had joined the Navy for WW II.

My Navy experience taught me how to be an expert seaman. I served World War II on supply type vessels.

While in the Reserves, I attended weekly meetings held in a old building on a pier in down town Seattle, mainly lectures and some marching practice. About this time I dropped out of school and joined the CCC's. I learned truck driving and maintenance and how to build a fire line around forest fires. Hardly useful for a sea going career. On April Fools Day 1941, I was home when the phone rang. A very authoritative voice said "pack your sea bag and get down to the Navy Reserve." I laughed because it was April Fools Day. He did not laugh. He said, "as of now, you are on active duty."

It was then down to boot camp located in San Diego.

Several months later I found myself on a former Standard oil ship (ex-HAWAIIAN STANDARD) berthed at the Bremerton ship yard. The Navy called it the USS

ROUSTABOUT. The ship was a combination of tanker and dry cargo tanker that carried clean oil and had a cargo hatch aft for barrels and other cargo. I became well trained to drive cargo winches aft and also how to handle petroleum products.

The captain was Larry Parks, an old Alaska hand. Chief Boatswain Mate Brent Abrams taught me every thing I needed to know as a seaman. I spent two years running from Seattle to the Navy sea plane base at Sitka, Alaska.

During my two year tour on that ship, William Mitchell, the deck officer, encouraged me to study for advancement. About that time, I also decided that I wanted to marry a lovely lady who caught my attention in the back seat of a car. I immediately started studying for higher ratings. I soon had advanced all my studies completed up to and including CPO. In those two years I had advanced to First Class Bosun's Mate.

After two years running between Seattle and the Navy base at Sitka, Alaska, in 1943 I was transferred to the USS ALGONQUIN, which carried only dry cargo. It was a former Navy gun boat built for the Spanish War and was also involved in World War I on the Atlantic. Her speed was eighteen knots powered by a triple expansion steam engine. Our run was between Kodiak and Attu Alaska with stops at Dutch Harbor and Adak Alaska. Not exactly a tropical cruise.

Then in 1944, I was transferred to a YP boat stationed at Dutch Harbor equipped with sonar and depth charges to guard the harbor entrance. An ex-purse seiner fishing boat with twin twenty millimeter machine guns on after

deck and a fifty calibrator on top of the wheel house. I was informed the Navy had advanced me to the rank of Chief Bosun's Mate. Going from boot camp to chief in a little less then four years was unheard of. Again, nothing so bad that something good came out of it. Fine with me, because I could go up to the CPO club and drink beer. Years later I realized the promotion was the result of many new Navy war ships being built and they needed ex-number of Chiefs.

With all my time spent in the Alaska war zone, I was sent back states side. In 1945, after leave, I was sent to the Navy ammunition depot located at Port Chicago, California. I was assigned to a crew of Navy sailors loading ammunition on various types on merchant marine ships. It was an education because there were many types of ships to load. In August 1945, World War II was over.

I left Port Chicago and soon sent back to civilian life. We were informed that we could re-enlist at our present rating if we did it with ninety days. When I got back home to Seattle, I went down to the Coast Guard inspectors office in my Chief Petty Officers uniform and requested to be examined for a AB's ticket. The man behind the desk took one look at me and said, "you know more then I do." He issued me an AB's ticket which turned out to be gold in the years that followed.

After much indecision, I re-enlisted as Chief Bosun's Mate. In 1946 I arrived at Kodiak Naval base and requested to be sent out to the Navy base at Adak, Alaska. I suspect myself of being a little crazy. Adak had about twenty Chiefs and a bunch of second class seaman who



had been drafted prior to the end of the war. My first assignment was as the day time officer of the deck. Two Army Air Force 120-foot deep sea crash boats were delivered by the Navy and I was able to get assigned. We kept them running by using the parts of one boat to keep the other one running. We hauled passengers and stores from Adak to Great Sitkin Island. There was a tank farm on the side of a volcano and quarters for Navy personnel.

In 1947 I was assigned to a small Navy mine sweeper, the *USS SWALLOW*, at Pearl Harbor. We were sent to Bikini Lagoon to monitor any fall out from Atomic tests held on Islands further West. (We found no fall outs from down wind.)

My next ship was a small clean oil Navy tanker, the *USS GENESES*. We were sent to Seattle to haul fuel to Alaskan Navy stations.

In 1949 I requested to attend diving school at Bayonne, New Jersey. I graduated in early 1950 as a salvage diver and arrived at US Navy airbase in Corpus Christi. Not much diving action for the Navy, but worked on two Air Force airplane crashes in the Gulf of Mexico.

In 1952 the Korean War started. President Truman added two more years to my enlistment; now that added up to twelve years in the Navy. I decided that it would be smart to do the full twenty years and then retire. I arrived in Sasibo, Japan, for duty on a Navy ammunition ship, the *USS PARACUTIN AE 18*. We carried out underway replenishment of ammo off shore of Korea.

In 1953 I saw a call for volunteers to join underwater demolition teams. I requested to go to underwater demolition school. Sixteen hard weeks later I graduated. In 1954 it was back to ship, the *USS WANTUCK*, a small troop carrying ship. About three years of that was enough.

My next good tour was Chief in Charge (Captain) of a harbor tug in Pearl Harbor in 1956. Finally, shore duty! The two years went by quickly. I believe I was now a well trained ship handler. From there I went to Yokokuska, Japan, where

I ran harbor tugs and harbor oilers, then another two years as a Navy craft master followed by two years in Seattle as a Navy recruiter. I retired in October 1961. From there I carried on another twenty years in the civilian merchant marine.

Civilian Career: Merchant Mariner

After retiring from the Navy at the age of forty years, my first job was AB on a Foss tug. It was the sister ship to the tug I had in Pearl Harbor. I made a comment to the skipper of that tug that there was a better way out of a situation than the way he did it. He really came unglued. Imagine a deck hand telling him how to run his tow boat!

This was followed by a two-year stint as Harbor Master of the new Edmonds Yacht Harbor. While there I went to Kildall's College of Nautical Knowledge. I was approved for a second mates license about 1964.

From Second Mate to Chief Mate was one years sea time and again from Chief Mate to a Masters license. And then again, nothing so bad, etc. Because of all the ships coming out of the bone yard for the Vietnam War, I was able to sail right up to my license. In fact, I was second mate on the *SS TEXAS STATE* with a large deck load of lumber out of Coos Bay. We had an outboard list of about five degrees while still tied to the dock. Our new chief mate told me not to worry as he figured out that we had a half foot positive GM. I wondered what we would have when we took in the lines. We made it to the East coast laying first on one side then the other. Chief Engineer straightened us up going through the Panama Canal by pressing up the settlers.

About that time, the Captain wanted to go home for his daughter's wedding, and our Chief Mate wanted to be Captain. As I had six months sea time as Second Mate, I was eligible to get a temporary Chief Mates License. On our outbound trip, the NMU sailors taught me every dirty trick so they could get more overtime money. I kept notes. It was quite a journey with a third cook having to be

kept in the sick bay with the DT's, and on arriving in Yokohoma, the Third Mate declared he was not mentally capable of standing watch. (He said he had told the port doctor that he masturbated.) So the Second mate and I stood six on and six watches until we got rid of him and got a relief.

As soon as I got a Masters license, I headed back to sailing on tankers. No deck loads, lashing cargo, etc. I soon was sailing on Keystone Tankers on the west coast. My wife of many years came down with lung cancer and I wanted to stay close. I shifted to Arco Marine tankers about the same time Captain Jerry Aspland did. Again, there is nothing so bad, etc. Keystone and other East coast tanker companies found a loop hole in the MM&P contract and ejected the Union members. Here I was, working for a good company with a good future.

I got my Prince William pilotage quickly and was telling all the young academy Captains the wonders of LNG ships, as I had graduated from MM&P's school on that subject and was considered qualified by the USCG. Five or six of these young captains left Arco to join the LNG. That failed because Jimmy Carter declared no contact with Omar Kadafi. I moved up to Captain at least a year before I expected. Again, there is nothing so bad, etc.

I feel that what I accomplished was a matter of luck plus a little planning on my part. I have a lot of sea stories, as does everybody else, and a lot of fond memories. I felt I had earned my spurs when this high school drop-out become Captain of the *ARCO JUNEAU*. ☆

Our Stories is a section CMM and *Sidelights* would like to feature in every issue. We need Captains to share their seagoing life experiences and lessons learned. Please contact Capt. Tom Bradley to share your history with *Sidelights*.



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Email		

Present Occupation:

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

Present USCG License:

Type:	Limit:	Expiration:
Pilotage Endorsements:	Limits:	

Original USCG License:

Type:	Date Obtained:
Place/Institution obtained:	

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

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

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

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

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

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

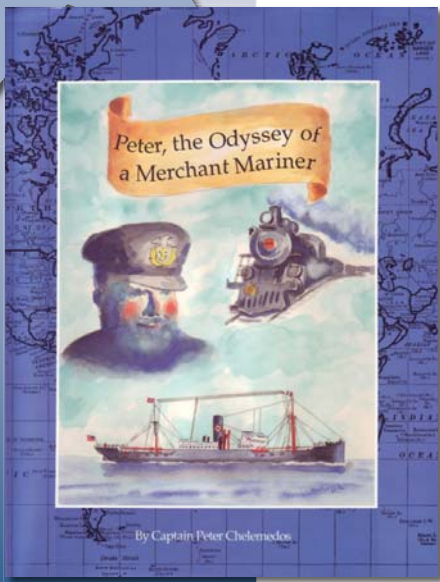
Please return this application with a copy of your Master or Pilot's license with a \$100 check (\$60 annual dues + \$40 application fee) payable to: The Council of American Master Mariners, Inc. Mail to Liz Clark, CAMM Membership Chair, 2231 NE 46th St, Lighthouse Point, FL 33064-7252.

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

Signature: _____ Date: _____

Sponsored/Referred by: _____





by Captain
Peter Chelemedos
#1671-R

Peter, the Odyssey of a Merchant Mariner

Prologue

She couldn't ask him what the matter was, but the next day when she went next door to have a cup of coffee with his mother, she noticed a series of umbrella-shaped cracks in the plaster wall by the kitchen stove.

Over the years, she thought about that afternoon, wondering what had become of the boy after he disappeared one day.

Then, one day, she saw him again. He was wearing a "Lundberg Stetson," a cap usually worn by longshoremen and Merchant Marine sailors. He came to her door to visit an hour or so with her. As he sipped the coffee she poured, he told of his travels since he had left for school that day, so long ago, and just kept going.

He had hitchhiked down the coast and eastward, trying to find somebody to take him in, someone who would not beat him with a doubled-up cord from the flatiron or grip his hair and bang his head into the wall for punishment, as his mother had done when she was in a bad mood.

He had been fortunate in finding a ship's crew who took pity on him and asked their officers to sign the boy on as a "workaway" to give him a chance

to get regular meals and a place to sleep while learning about the work on ships. Later on, a Seamen's Mission chaplain had helped him get a scholarship to a navigation school.

Over the years, he had made ships and the sea into a career, and was now sitting for his Mate's license. It was hard for her to believe this self-assured young man sitting across the table from her was the boy she had once known.

This is his story. ☆

Editor's Note: Captain Chelemedos shares his book with "Sidelights." We will be reprinting chapters in installments sporadically over the next several issues. "Peter, the Odyssey of a Merchant Mariner," © 1992 Peter Chelemedos.

punctuated by the swish-slap of a whip of some sort. Then a series of thumps that she couldn't quite identify echoed in the caverns of her memory. She heard loud voices and caught a few phrases such as: "- fighting with your brother," "you should do what he tells you, he's older," and "Never mind trying to explain, I don't believe you anyway." Then more thumps and slaps.

When the boy next door came over to bring her a magazine, she saw traces of tears still on his face. Under the edge of his sweater, she could see the edge of a scarlet welt. His hair was standing up as though it had been forcibly pulled and his hand seemed to be tracing bumps on the back of his head.

Make more of our CAMM Membership

Triple CAMM's membership

Sponsor 3 **new** paid and approved members in a 12-month and you will receive 1 year's membership credit on your dues statement.

CAMM designed a marketing brochure to help you recruit new members. Please contact Capt. Cal Hunziker or your Regional VP to have some sent to you.

Volunteer

Write an article for *Sidelights* (it's easier than you think!)

Chair or work on National or chapter committees and their projects, including Industry & Public Relations, attending hearings and meetings, and more!



Future sailors, Peter and Fred, 1925

Global warming and climate change



by Captain
Rodger MacDonald
Secretary General
IFSMA

I write this after the first white Christmas I have experienced in over thirty years and like many of my friends and colleagues (with tongue in cheek) ask 'what is this global warming thing?'

climate change one can only be disappointed by the hypocrisy of both the politicians and the green community that left an enormous carbon footprint by flying en masse to Denmark. Whatever they are trying to do, they are certainly failing to sell their argument to the general public, who already have a low opinion of the political elite.

These views are my own but I would also express those of the IMO secretary general Efthimios Mitropoulos who said: *"I have viewed the end result of the Copenhagen Conference with mixed feelings. With concern that the target initially pursued, following the 2007 Bali Conference, of a legally binding instrument, was not achieved. With measured satisfaction that, through the accord tabled at the end of the deliberations, a step in the right direction was taken enabling progress to be made towards a legally binding instrument. And with hope that, following new rounds of consultations to be held post-Copenhagen, the required consensus on action needed to be taken to save the planet will be reached at the next Conference."*

No decision was made at Copenhagen with regard our industry. However there will be some impact on shipping at

Following the failed Copenhagen summit on future debates and in particular the future role of IMO, which was discussed in Copenhagen. There was general support that IMO should continue its work.

As no decisions were taken regarding shipping, it would appear that the Kyoto Protocol is still current, in which case the decision for IMO to deal with shipping is still valid and we will watch with interest at MEPC 60 in March 2010.

Without having a target for green house gas reductions it will be difficult and no solution has yet been found to the fundamental problem of the wide gap between the developed and developing nations. This problem was discussed at length in Copenhagen where there was a drive to follow the principle of common but differentiated responsibilities (CBDR) that will serve as the medium for bringing about international equality.

As became apparent as the days went by developed nations were most reluctant to practice it. Shipping is international and two-thirds of shipping are from flag states in developing nations so the political challenges of compensation are very difficult to overcome. Not only that, but for IMO, it would create a number of problems as it would undermine IMO's fundamental principle that rules should apply equally to all ships.

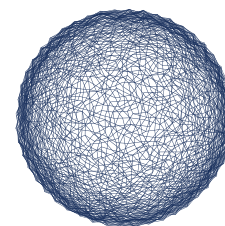
A UN tax on shipping was discussed at some length but did not materialise.

During negotiations, the taxation of maritime bunkers in general became a bargaining point for achieving a climate deal. This issue is now of great concern to the shipping industry as it would not mean offsetting, as with a Compensation Fund in IMO, but a regular tax on all bunkers consumed by ships. Such a tax would generate revenue, that in practice, could buy enough allowances to claim that shipping was carbon neutral if the revenue was used on offsetting and not on the general financial needs of governments.

Our industry along with aviation will be the only two specific sectors that are not covered by national targets. In the future, the debate regarding targets for shipping will probably reflect the ability to agree on more general targets for states.

There will be a high level climate conference in the summer of 2010 in Bonn, Germany, followed by the very high level forum in Mexico in November 2010. Here the whole process of negotiating a global deal will probably once again be attempted. Let us hope meaningful progress is made for the real benefits of mankind, and that truly scientific arguments are discussed and solutions proposed without the political bandwagon that we have seen at Copenhagen.

Whilst there is division on the belief that global warming is caused by the



COP15
COPENHAGEN
UN CLIMATE CHANGE CONFERENCE 2009



IMO

human race against the powers of nature, no one can argue that our planet has a limited resource on fossil fuels and we should make endeavours to create more efficient energy supplies. This is a far more convincing argument than threatening the end of life as we know it due to climate change.

With regard to our industry which receives criticism on the damage shipping does to the environment, improvements are being made through conventions created at the IMO and other initiatives. It can be very annoying when the aviation industry condemns the maritime industry when in reality aircraft are far worse polluters when compared on a tonnes per mile basis.

But statistics can distort any scientific argument and it really is time for a truly honest scientific debate to plan for the future. At present the impression given is that green can be a money earner and good for the economy.

One industry that has been capitalising on green opportunism is the wind turbine manufacturers. In the UK, the Chamber of Shipping has warned that the government has failed to conduct a proper consultation with shipping about navigational hazards involved in offshore windfarms.

The winning bidders for the so-called Round Three of windfarm sites are due to be announced in early January. They will be situated in zones defined earlier by the UK Crown Estate. Although the chamber and others were invited to comment on these zones after they had been drawn up, it was not possible to do so except in a very general

sense since it was not at all clear what areas within these zones might be proposed for actual development. Surely it would have been more appropriate to have consulted fully with maritime interests before the announcement of zones to ensure that areas designated for development already took their concerns into account, and this would have allowed the shipping industry to argue, for example, for the maintenance of shipping clearways in the plans from the earliest stage.

The process for approving the huge Round Two London Array windfarm was protracted because the turbines were situated too close to the junction of two shipping lanes. There are also concerns that windfarms could interfere with ship radar. Whilst the chamber supports the development of offshore renewable energy projects to meet the UK's energy needs and reduce its carbon footprint, these developments must not interfere with or pose a danger to shipping.

The question that needs to be addressed is an honest evaluation of the cost effectiveness of offshore windfarms. Surely there must be logic in first placing wind generators closer to where they are needed. Why not design them as part of the building infrastructure of offices, factories and other industrial sites rather than damaging the beauty of the environment either offshore or onshore in places of natural beauty.



The IFSMA Secretariat wishes all CAMM members a very happy and prosperous New Year.

“An organisation will never be better than the sum of its members for it is they, who have to live up to our motto, Unity for Safety at Sea.”

— Captain Christer Lindvall

Purpose

The Purposes of IFSMA given below are stated in the Statutes as the Aims of IFSMA. They are the platform for our work, but still the Executive Council believes that we need more precise and specified aims and objectives for IFSMA. It is also very important for all affiliates to know the IFSMA policy on different subjects, so we can all work in the same direction and bring pressure to bear upon national governments, shipowners and others when required.

- a) To further professional contact and communication between Shipmasters on a world-wide scale;
- b) To support and assist to the best of its ability the interests of the International Maritime Organization (IMO) and the International Labour Organization (ILO) in their endeavours to maintain and increase maritime safety, security and the prevention of pollution in the marine environment;
- c) To work with those International Organisations involved in regulating maritime safety and security, and other maritime matters regarding transportation by way of sea routes and in all other uses of the oceans and seas of the world;
- d) To further co-operation between Shipmasters and Shipowners and National Administrations, and to promote mutual interest in safety and security at sea and pollution prevention;
- e) To further the establishment of International professional standards for Shipmasters and other ranks and recognised adequate manning scales;
- f) Continuously to strive to maintain the professional standards at a level commensurate with general technological and social change and progress.

IFSMA's Policy Book, recently updated in August 2009, is available on the IFSMA website at www.ifsma.org.



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.

From the Master's Desk



by Captain
Jim Calvesbert
CMMC National
Master

In preparing to write this, my first message to you as National Master, I looked at our website to review the names of those who had previously served in this position. There have been 18 previous National Masters since the merger of the Company of Master Mariners (Vancouver) and the Institute of Master Mariners (Montreal, Ottawa, Toronto) in 1976 and 2 others back to the 1967 founding of both groups. Following in their footsteps is a daunting task but Capt. Peter Turner created an environment of new challenges during his period of leadership over the last three years and I will have the guidance of a strong national executive and our Strategic Plan, which was approved at our October AGM, to assist me.

Piracy, seafarer shortage, climate change, and joint exercises on search and rescue and oil spill prevention and response were the main issues discussed by IMO Secretary-General Efthimios E. Mitropoulos recently. "The Company" is currently addressing many of these issues and has held seminars on three of those four topics within the last year. In addition, we have written to Ministers of our government with recommendations and are increasing their knowledge of our capabilities to assist with the development of improvements in policy.

There is often a considerable similarity of national and international issues. One of those is the crisis of a shortage

of seafarers. The International Maritime Organization has undertaken a number of actions to address the shortfall of people entering the marine field. One of those initiatives has been the development of a theme for next year using the motto: "2010: Year of the Seafarer". IMO has declared this to be an "opportunity to pay tribute to the world's seafarers for their unique contribution to society and in recognition of the risks they shoulder in the execution of their duties in an often hostile environment". I have begun inserting that motto in my e-mail signature block to bring this to people's attention.

A second initiative of IMO has been the "Go to Sea!" campaign which emphasizes the importance of our role in mentoring and cadet membership and encouraging the choice of seafaring as a career and profession after their graduation and first stage at sea. Scholarships, through our "Foundation" and "Captain G.O. Baugh Memorial Fund", along with our new cadet membership and mentoring program, instituted through the efforts of the Newfoundland and Labrador Division, certainly fit well into that theme.

We are not alone in our efforts. Our affiliations with similar organizations, through the International Federation of Shipmasters Associations (IFSMA), and increasing joint meetings

with the Council of American Master Mariners (Camm) have convinced us that we are "navigating with a common compass". Recently, I met with the Rector of Bahria University (Pakistan) and the Director of their National Centre for Maritime Policy Research. This meeting has resulted in a better understanding of commercial maritime activities in both countries and also in an introduction to the Master Mariners Society of Pakistan.

Our Strategic Plan provides us with a guide for continuing, and increasing, our active contribution to the seafaring profession and, working together as a national body, we can have more influence with government and industry. I would encourage everyone to use the phrase "Member of the Company of Master Mariners of Canada" on your business cards and to take every opportunity to increase our voice in the marine field.

I want to wish all you a prosperous New Year. 🍀

Camm welcomes the CMMC aboard *Sidelights* for both distribution and contributing editorial content.

The Company supports 8 Regional Division Councils, similar to Camm's local chapters, across Canada, with its National Office located in Vancouver, BC.

Like Camm, CMMC are members of IFSMA and are consultative to IFSMA on matters associated with the IMO.

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



by
Captain Alan Knight
CMMC Member

The Merchant Seafarer and the Hague and Geneva Conventions on the rights of prisoners-of-war

In 1859, whilst traveling in Italy, the Swiss businessman Henri Dunant witnessed the Battle of Solferino during the Franco-Austrian war. The battle was fought in the

fierce heat of the Italian summer, medical facilities were virtually non-existent, and many of the wounded died of dehydration. Horrified by what he had seen, Dunant published *Un souvenir de Solferino* which drew attention to the need for the impartial protection for the victims of war. This led to the founding of the Red Cross. In 1866, the Italian and Austrian battle fleets clashed off Isle of Lissa, (Vis) in the Adriatic. 900 men died, mostly by drowning, when their ships foundered. The death toll caused an outcry in Europe, and the public demanded action on the part of the Great Powers, to ameliorate the plight of mariners wounded or shipwrecked as the result of naval action. This led to the drawing up of Rules for the Employment of Hospital Ships. These Rules were incorporated into the Geneva Convention of 1868, and were subsequently subscribed to by all the Great powers.

Hospital Ships were to be:

A) painted white overall, with a green band round the hull (a red band if it was a privately-funded ship), and with a Red Cross conspicuously painted on either side of the funnel. (The Geneva Convention of 1949 abolished the use of the green band. All Hospital Ships now carry a red band round the hull.)

B) They were to be illuminated at night;

C) They must not be escorted by military ships or aircraft;

D) They must not proceed in convoy; (British convoy rescue ships during WW2 received no protection from the Geneva Convention, as they were accompanying militarily-escorted convoys, used their D/F to help the Escort “fix” U-boat radio transmissions, and were not illuminated at night.)

E) They must not obstruct the maneuvers of military ships;

F) The operating nation must inform the Protecting Power (Switzerland) of the ship’s ETD, ETA, and routing. The Protecting Power must then relay the message to the enemy, with a reminder of the obligation not to attack the ship.

These Rules were noble, but the identification of ships at night, in fog, or up-sun is difficult. The Rules give no protection from minefields, such as claimed the British Hospital Ship *BRITANIC* in the Aegean Sea in 1916, with the loss of 30 lives.

These Rules were later included in the Hague Convention of 1899, which mentioned merchant seamen only in Article 6, which stated that “*Neutral merchantmen, yachts, or vessels, having, or taking on board, sick, wounded, or shipwrecked of the belligerents, cannot be captured for so doing.*”

The Convention clearly visualized warfare against merchant ships being conducted under the traditional Cruiser Rules, which required a warship to stop a merchant ship by firing a shot across its bows, before boarding it and searching it. If it was found to be an enemy ship, or one carrying weapons for the enemy, the warship was permitted to

sink it, or take it in prize, but only after ensuring that the crew were safely in the lifeboats, or escorted to a place of safety. The Convention obviously did not visualize the horrors of unrestricted submarine warfare, which lay ten years in the future.

Clearly, merchant seafarers are in a strange legal situation under the Conventions. Whilst they are technically civilians, being a member of the crew of a ship carrying munitions into a war zone limits their ability to claim that they are non-combatants.

Whilst technically not a war scenario, the “Dogger Bank Incident”, 1904, in which Russian warships on their way from the Baltic to the war with Japan in the Far East, blundered into a fleet of British fishing vessels in thick fog in the North Sea, is of interest. The Russian fleet, fearing that they were under attack from Japanese torpedo boats, opened fire, damaging several fishing boats, and killing several fishermen (accounts vary as to how many). The Russian government, understandably concerned at having offended a military super-power in its own backyard, paid compensation to the families of those harmed.

The start of the First World War brought accusations of war crimes committed by the German Army during its invasion of Belgium, and the British Government appointed Lord Bryce to investigate these claims. In 1915, Captain Charles Fryatt, the Master of the British ferry *BRUSSELS*, running from Harwich, to Holland (which was a neutral country) was ordered to stop by a surfaced U-boat. He did not heave-to, and instead attempted to ram the U-boat. In 1916, Capt. Fryatt became a prisoner of the

Continued on next page >>>



POW >>>Continued from page 29

Germans, who put him on trial as a “franc-tireur”, (guerilla) since he had attempted to ram the U-boat though he was a civilian. He was shot by firing squad, on 27 July 1916. In response, the British Parliament passed an amendment to the Merchant Shipping Act, requiring merchant seamen to wear uniforms, in order to make them part of a “recognised formation”, and thus offer them some protection from being tried, and possibly shot, as “franc-tireurs”.

On 27 June 1918, the *LLANDOVERY CASTLE*, a Hospital Ship employed by the Canadian government to carry wounded soldiers from France to Halifax, was returning to France when it was torpedoed without warning by *U-86* 116 miles SW of the Fastnet Rock. After the sinking, *U-86* made repeated attempts to ram and sink the lifeboats, then stood off, and fired between 12 and 20 rounds from its deck gun at the lifeboats. Only 1 lifeboat, containing 5 men, survived. 146 were killed, including every nursing sister on board. The commanding officer of *U-86*, Helmut Patzig, swore his crew to secrecy, and falsified the log book to show that *U-86* was not in the area. After the 1918 Armistice (as compared with Unconditional Surrender, which ended the Second World War), the British were in favor of setting up an international tribunal to try war criminals. The United States, fearful that such a tribunal would be able to try U.S. citizens at some future date, refused to acquiesce. The German government was instead allowed to try its own war criminals within the German legal system. *U-86*'s watch-keeping officers, Lt. Ditmar and Lt. Boldt, were put on trial in Germany. Both were sentenced to four years imprisonment. The court accepted that they had fired under orders from their commanding officer. This was possibly the first use of the so-called “Nuremberg Defence” (“I was ordered to commit the crime”) which the Nuremberg Trials of 1946 largely disallowed as a valid defence. The

Commander of *U-86*, Helmut Patzig, was never caught, possibly because he was a citizen of Danzig, which was no longer under German control.

The Geneva Convention of 1929 attempted to improve on the provisions of the earlier Convention. No prisoner of war could be forced to disclose any information other than his identity and rank. He was entitled to adequate food and medical care, to exchange correspondence, and receive parcels. He was required to observe ordinary military discipline and courtesy, and could attempt to escape at his own risk. If recaptured, no punishment was permitted for the attempt. Enlisted men might be required to work, for which they would receive pay, but the work was not to expose them to danger, and it could not be in support of military operations. Camps were to be open to inspection by the authorised representatives of a neutral power. Again, there was no specific mention of merchant seamen, though Article 81 referred to “*Those who follow the armed forces, without being members ... such as newspaper correspondents, sutlers, and contractors, who shall have a letter of authorisation...*”

On 13th March 1944, Kapt. Lt. Heinz Eck of *U-852* fired on the survivors of the Greek-flag *PELEUS* during the course of a voyage to East Africa. British D/F stations tracked *U-852* as it traveled up the East Coast of Africa, and on 01 May 1944, *U-852* was attacked by a Wellington of 621 Squadron, which rendered it unable to dive. On 03 May, a second attack further damaged the U-boat. Eck realized that *U-852* was doomed, and ran the badly-damaged boat aground 50 miles south of Cape Guardafui in Somalia, and hoisted a white flag. The crew was fired on repeatedly by the R.A.F., even though they were clearly showing a white flag. It may be argued that the R.A.F. thus committed a war crime. A landing party from *H.M.S. FALMOUTH* took the crew of *U-852* prisoner. Kapt.-Lt. Eck was tried by a British Military Court in Germany in 1945. Eck's defence was that by shooting the survivors of *PELEUS*, he was attempting to remove all trace of the boat's pas-

sage, and that this was therefore a legitimate act of war. This was rejected by the British Military Court, as was the defence of the other four defendants, which was that they fired under orders. (You will recall that this defence had been somewhat successful in the *LLANDOVERY CASTLE* trial). Eck, *U-852*'s watch-keeping officer, and the medical officer were sentenced to death and executed by firing squad on Lunenburg Heath on 30 November 1945. The other defendants received long prison terms.

The British attitude to hospital ships during WWII deserves study. Whilst the British generally adhered to the Geneva Convention (unlike the Soviet Union, which stated at the start of the war that it would not respect hospital ships), the British believed that during the Battle of Britain, small German hospital ships were being used by the Germans to pick up aircrew who had been shot down in the English Channel, in defiance of the Convention. The British decided that they would only accept as “legitimate” hospital ships, those over 1000 tons. Whilst the British attitude may have been understandable, it was definitely in breach of the Convention, which did not mention any size limitations. It was a policy which should not have been continued outside the confines of the English Channel, but was. The British attacked several hospital ships, including the *Po*, *ARNO*, *CALIFORNIA*, *GIUSEPPE ORLANDO*, *SAN GIUSTA* and *FREIBURG*, and detained several.

In one of the ironies with which history is so liberally provided, on the morning of 18th November 1944, the German Hospital Ship *TUBINGEN* was heading North from Greece, bound for Trieste carrying wounded German soldiers, and was close to the Isle of Lissa, (Vis) where our story began. The ship was painted as a hospital ship, and the Germans had informed the Red Cross of the ships intended route. The sun rose on a crystal clear day, at 0630. At 0700, two British twin-engine aircraft were seen approaching from the west. They flew around the ship, then flew off to the south. Ten minutes later, they



returned, and without warning, began pouring cannon fire and rockets into the *TUBINGEN*. Six people on *TUBINGEN* were killed. A seaman on *TUBINGEN* took photographs of the burning ship, which can be found on the Web by searching under “Tubingen” + Hospital Ship”. The German government protested to the Protecting Power, which relayed the complaint to the British. The British government claimed that the visibility was poor at the time of the sinking, and that the sinking was a result of misidentification. This is at variance with the sworn statement given by *TUBINGEN*’s Master, Capt. Deitrich Hermichen on 23 December 1944, before Judge Franz Nadenau. None of the R.A.F. personnel involved were punished.

During the Second World War, M.N. Prisoners of War were generally treated by the Germans the same as Naval P.O.W.s, and were incarcerated with them, initially at Stalag XB at Sandbostel. In September 1941, a party was sent to Westertimke and began converting an abandoned Luftwaffe air station into Milag Nord, with its adjacent Marlag Nord for Royal Navy prisoners. By early 1942 all merchant prisoners, including Dutch and Norwegians, and some passengers, had been transferred from Stalag XB to Milag Nord, where they remained under Kriegsmarine command. I have consulted George Shaker, who was R/O on the Canadian-flag *E.D. HUFF* when it was sunk by the battleship *GNEISENAU* in February 1941, and he confirms that he was fairly well treated on *GNEISENAU*, and in a Prison Camp in Germany, though conditions in the “transit camp” in France were harsh.

I sailed with Capt. John Campkin, who was torpedoed on the Shell tanker *EULIMA*, and who stated that the U-boat surfaced, took him prisoner, (he, as Third Mate, was apparently the senior survivor) and made sure that the men in the life-boats had food, water, and a chart before leaving the scene. The same three 10-shilling notes which were in his wallet at the time of his capture were returned to him as he was released from the prison camp, and he was even asked

to check the serial numbers! *U-510* which sank the Canadian *S.S. POINT PLEASANT PARK* in the South Atlantic, also surfaced and gave the survivors a sextant, and food.

Although Japan did not sign the 1929 Geneva Convention, it gave a letter of undertaking to the Protecting Power in 1942 that it would observe the terms of that Convention. However, there were many examples of Japanese atrocities against merchant seamen. Following the sinking of the *AUGUSTINA*, *ONDINA*, *ELYSIA*, *DAISY MOLLER*, *BRITISH CHIVALRY*, *SUTLEJ*, *ASCOT*, *NANCY MOLLER*, *TJISALAK*, *RICHARD HOVEY*, *JEAN NICOLET*, and *LANGKOEAS*, all described in Capt. Bernard Edwards’ book *Blood and Bushido*, survivors were fired upon by Japanese submarines. In the case of the British-flag *BEHAR*, which was sunk by a Japanese cruiser in 1944, 76 British and Indian merchant seamen were beheaded. The International Military Tribunal in Tokyo, 1946, sentenced the task force commander, Admiral Sakonju, who had ordered the execution of the prisoners, to be hanged. The cruiser’s commander, Captain Mayazumi, who had made strenuous efforts to persuade his Admiral to spare the prisoners, and refused to obey the order to execute them, was sentenced to seven years imprisonment. I cannot help thinking that the International Military Tribunal “set the bar high” in its judgment on Captain Mayazumi.

In view of the obvious need to up-date the Hague Convention following the Second World War, the Geneva Convention (III) Relative to the Treatment of Prisoners of War (12 August 1949) was passed. Unlike the earlier Convention, it specifically mentions merchant seamen in Article 4 (5), which states that “*The present Convention shall apply to ... the following categories: ... Members of crews, including masters, pilots, and apprentices, of the merchant marine, and the crews of civil aircraft of the Parties to the conflict.*” Thus, the 1949 Convention gives merchant seafarers the same protection as that afforded to military prisoners of war.

None of the post-World War II con-

flicts, Korea, Vietnam, or the Gulf Wars, involved large-scale hostile operations against merchant ships. However, during the Vietnam War, several ships, both U.S.-flag, and non-U.S.-flag, suffered casualties when they were attacked by missiles, gunfire, or limpet mines. U.S. Marine Transportation Services personnel, whilst technically merchant mariners, were given U.S. Navy ranks so as to afford them the protection of the Geneva Convention in the event of capture; however, this did not protect two crew members of the U.S.-flag *EXPRESS BALTIMORE* who were captured and killed by the Vietcong, whilst ashore at Da Nang.

During the Iran-Iraq “tanker war” of the 1980s, ships flying flags of non-combatant nations, and employing crews of many nations, were indiscriminately fired on, both by aircraft-launched missiles, and by fast surface craft, and several seafarers were killed. To my knowledge, no one has ever been charged with war-crimes against merchant seamen committed during that conflict. The fact that many of the victims were sailing under a flag other than that of their country of residence; flags which were not party to the conflict, and lacking in military power, would render any legal remedy extremely difficult. Nonetheless, it would be admirable were the legal issues to be explored in court.

I regard this paper as a “work-in-progress,” and would welcome any input from anyone who may read it. 🍁

Editor’s Note: Capt. Knight holds both British and Canadian Master Mariner Certificates, served his Cadetship with Shell Tankers (U.K.) Ltd., and served on tankers world-wide: was Mate of anchor-handling tugs in the North Sea for 5 years, and was Master of Canadian offshore vessels for seven years, before coming ashore as an instructor at the Nova Scotia Nautical Institute, and have for the last 19 years been a Port State Control Officer with Transport Canada Marine Safety. Capt. Knight can be reached via email at knighta@eastlink.ca.



Company of Master Mariners of Canada

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Time and Place for Everything

Some things are very important and must be done.

There is a right time and place as well as a wrong time and place.

Choosing the right time sometimes requires a great deal of wisdom and logic, other times it only requires plain common sense.



by Captain Don Rose
CMMC Member

try when compared to other industries within the province is a very small work force. Although small, it is vital to the province's economy and the individuals who work within the industry are quite unique if not outright eccentric. It is totally amazing how a group of people can be so much alike in many ways yet so different in numerous other ways. Many of the regular duties are an art form rather than science, although there are many that are totally scientific. There are a number of maintenance procedures that require being performed within particular time intervals and are performed within these intervals. However, there are others, although due to be performed, must wait until the right time and place.

Tidal currents that flow swiftly through the many narrow passages along the B.C. coast are on occasion a total art form when predicting their velocity. The published tide and current tables are usually considered accurate, because they are the only available yard stick. The tables only calculate the effects of the moon and the sun on the water that is consistent and predictable. Other unpredictable conditions such as wind, rain, river freshet and barometric pressure also have a great effect on the tide and current. Taking into consideration all the fixed and variable conditions is one of the many art forms practised while operating a B.C. tow boat. Often one makes a decision based on all the known conditions and

relies heavily on their own experience and local knowledge. Surprisingly, the vast majority of times these are the correct decisions. However, there are times when due to unforeseen circumstances these are not and lead to some embarrassing if not emergency situations.

I had recently received my master's certificate and was still sailing as mate on the *MALASPINA STRAITS* waiting for a skipper's position. At this stage of one's career the golden rule is do an excellent job, stay in the good books of the master you are sailing with (so he will recommend you) and demonstrate that you have the ability to be a competent tug master. Fortunately the captain I was sailing with was, although a crusty old salt, a good friend who had respect for my abilities and allowed me considerable latitude in decision making.

We were in transit from Crofton to New Westminster, towing a suction dredge and flat deck barge loaded with pipe. I had just come on deck for my 00:00 to 06:00 watch. The captain's instructions were, go via Porlier Pass and if I felt we could buck the ebb current go for it, if not wait till slack water. Before leaving, he reminded me that the flat deck barge had a light load. Should we slow down rapidly there is a possibility the weight of the line will cause it to hit the dredge. I acknowledged his comments with agreement and assured him that I would carefully check our speed and make my decision on that information. I also assured him that if I decided to wait for slack, I would reduce speed gradually. The rule

of thumb for bucking current with a tow is to have at least two knots of water speed greater than the maximum flow of the current. This allows for the speed lost when the tug is rolling and yawing in the eddies and tidal swirls. I checked our speed at several intervals and determined we were averaging 5.2 knots. The current table predicted a maximum ebb flow of 3.1 knots and we would be transiting after the time of maximum flow. There was a southerly wind blowing that would increase the flood current and usually decrease the ebb current. It was October with a usual amount of rain but none of the local rivers were in freshet. Considering these factors I made the decision that we could buck the current, although it would be slow, we would make it.

The engineer was on watch with me and in the wheel house when we entered the pass. The current was running faster than predicted, however, we were continuing to make head way. We were past the point of no return and about to approach the position where the current runs the strongest. The thought went through my mind that should we have any decrease in power we will have a problem. With 300 feet to get into slower water the engine started to slow down. Realizing, that if this continued we would quickly start losing ground, I said to the engineer, "the engine is slowing down." His reply was "I know" and continued to sit on the chair. My next comment was, "I do not want it to slow down, for @#&*%\$ sakes do something



to get full power back. After I said that he got the message that if full power was not soon restored we could have an emergency situation. He immediately got up and went to the engine room. However, whatever he did was too little to late. The main engine continued to slow down and stop.

When the engine stopped, alarms came on with bells ringing, whistles blowing and lights flashing. My first concern was that the tow would hit the tug. With the rapid decrease in engine noise and all the bells and whistles sounding, I felt the off watch crew would be well alerted so did not call any of them. The tug stopped making headway, the towline sank and started dragging on the bottom causing the tug to list over from the reaction of the current. I went immediately to the tow winch and released the brake enough to allow the tug to right itself and fortunately the tow missed us. There was quite a bit of action happening with most of it totally out of our control. We were in relatively shallow water with many rock pinnacles, one of which the towline caught. I was able to slip out enough line to allow the tug and tow to drift into slack water. The tug went between the dredge and barge, over top of the wire connecting them. The tug, dredge and barge came to a nice gentle stop along side one another with the tug in the middle. At this point until the current changed direction, the towline would hold us in a relatively safe position. Once the current changed direction would be an entirely different matter.

From the time the engine stopped, until we came to a stop, only took about ten minutes. Fortunately, there had not been any violent movements on the tug. The engineer was in the engine room, I assumed trying to start the main engine. The captain and the rest of the crew came on deck and asked if I knew why the engine had stopped. I told them that I did not know. The captain said the engineer probably forgot to switch fuel tanks and ran it out of fuel. I went to the engine room where the engineer indicated he was OK and would soon have the main engine started. Although the

main engine was down, the generator engine was still running, making communication in the engine room difficult. I returned on deck and relayed the engineers comment to the captain. We were stopped up in a safe position just outside the pass but still in the shipping lane. The navigation lights were turned off and the anchor light turned on (we were technically anchored). The captain felt the situation was under control so he returned to his cabin as there was nothing that could be done until we had the main engine operational. The remainder of the crew that was off watch also returned to their quarters. Before leaving he said "when the engine is running we will try to untangle our tow line." This was not going to be too much of a problem if we started before the current changed direction, which was going to be in two and a half hours. At one hour before slack, the current would be slow enough. We planned to winch ourselves back from between the dredge and barge, over the wire connecting them and then over top of where the line was hung up on the bottom. Once in that position we would hopefully be able to free our towline from the bottom. There was an hour and a half window to get operational. Since we were in the middle of the southern entrance or exit (depending on the direction you are going) it was necessary that I stand watch in the wheel house. By doing this, I could warn other traffic of our position and situation. Except for making a quick run to the engine room and back to check on the engineers progress, that is where I remained.

The engineer had a very heavy footed walk that I could hear as he clomped around the engine room. On numerous occasions I could hear the air starting motor slowly turn the engine but not enough to start it. Each time I checked on him he indicated that he was OK and would soon have the engine running. He had the valve covers off the engine so I assumed the problem was a little more involved than just running one of the four fuel tanks dry.

An hour and twenty minutes after we had come to a stop, the captain came

back on deck and asked if I knew why the engine was not running yet. I told him that the valve covers were off the engine so the problem must have been more serious than simply running one of the fuel tanks dry. He acknowledged what I said, then proceeded to the engine room to find out what the problem was.

Since it was not a very large tug with the wheel house only one deck above the engine room, I could hear the captain and engineer talking. I could not make out what they were saying at first. After a very short time the captain's voice became very clear over the generator noise. He was telling the engineer that it was his stupidity that caused the engine to stop and that even a *%\$%&@* idiot would have more brains than to do what he was doing now. He was ordered to have the engine running in ten minutes or he would wish he had not been born.

The captain returned to the wheel house and since we were good friends with much mutual respect for each other, I knew I could ask him what had upset him. His reply was that the reason the engine had stopped was because the engineer had let a fuel tank run dry. Because it was time to do a hot set on the valves and since the engine was stopped anyway, he figured he may as well do that to.

Porlier Pass with two vessels in tow and your towline hung up on bottom was definitely not the TIME OR PLACE TO DO THAT.

A very short time after the captain came out of the engine room, the main engine started. The current was now slowing down so we did what we planned to do and fortunately it worked. Amazingly the towline was not damaged and we were able to continue to destination.

For the next few days the engineer did his best to not have any close contact with the captain. It would be nice to say that he never let the engine run out of fuel again. Unfortunately, this was not his first or last time, but those are other stories. 🍁



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The barge that jumped out of the sea onto a ship



by
Geoff Vale, MA, MNI
CMMC member

While employed as a Marine Surveyor with Marine Design Associates, Victoria, BC., Canada, I was assigned to investigate and make a report

seven-hatched vessel, on the centre line of the vessel which has five cargo holds. Barges, in this case the *SEASPAN 195*, were brought alongside by tug, and steel wire ropes from the ship were attached to the fore and after ends of the barge and then led to winches. By this means the barge was moved, as required, fore and aft under the conveyor, to effect the discharge of approximately 4,000 long tons of gypsum.

Once the barge was loaded to the satisfaction of the master of the attending tug, especially with regard to trim and list, the tug was summoned and the barge towed across the inlet to the cement plant. Earlier in the day the draughts of the empty barge had been taken by the undersigned at the cement plant and then again in the loaded condition lying alongside the wharf at the plant. Usually the deep sea vessel had further cargo to discharge in the Seattle area, either before or after, the discharge at Bamberton.

The *SEASPAN 195* had the following dimensions: LOA 208', beam 54' and depth 17'. There were sidewalls of 7'6" in height for the majority of the length, with a raised forecastle deck fitted with an athwartship bulkhead of 3' in height.

Narrative

It is our understanding that the master of the tug advises the master of the vessel of the quantity to be discharged to the barge, the trim, and the maximum list on completion.

From the log of the *CHAVEZ*, the following was noted:

0735 Barge *SEASPAN 195* arrived towed by tug *EVCO SPRAY*
0750 Barge moored alongside, with

ship's wires fore and aft. Tug departed.

0755 Commenced discharge of gypsum from No. 5 hold.

1110 Completed discharge from No. 5 hold, commenced discharge from No.4 hold.

1149 Ceased discharge.

1200 Barge capsized.

It is our understanding the master of the tug observed the barge listing heavily at the starboard aft corner, and blew a warning signal from the tug's siren shortly before the capsize occurred, as the tug was approaching the vessel believing the barge to be nearly completely loaded and nearing the time to tow the barge to the cement plant.

At the time of our attendance on the *CHAVEZ*, the barge was resting from the mid length of No. 2 hatch to the after end of No. 6 hatch. The port sidewall of the barge was in contact with the *CHAVEZ* over a length of approximately 150 feet, and an "Old Man" (dolly) situated on deck, in way of No. 6 hatch, had partially punched its way through the steel sidewall. At this time the ship's wires, 4.7" circumference (1½" diameter), were still attached and had not parted.

The wires were led from the barge through a roller fairlead on the port side main deck just forward of the after accommodation; the other, from a similar fairlead on the forecastle head.

During the afternoon various surveyors, representatives of charterers, owners and lawyers foregathered, totalling six in all.

Preliminary discussions ensued; Captain Winter of *SEASPAN 195* and I jointly proposed rigging chains and wires from the forward and after bits

on an incident.

The Undersigned Surveyor, did, at the request of the Salvage Association, London, through their Vancouver, BC branch, attend on board the *M/V CHAVEZ* lying afloat, at anchor, off Senanus Island, Saanich Inlet, close to Victoria, BC, at 1400 hours, May 3rd, 1979.

The purpose of our attendance was to examine the steel barge *SEASPAN 195* which, at the time of our inspection, was lying, in a capsized position, resting partially on the port side open bulwarks and deck of the *M/V CHAVEZ*, with a portion of the hull afloat alongside the ship.

Introduction

The *M/V CHAVEZ*, with a length of 547.9 ft, B.P. and a beam of 72.18 ft, deadweight of 19,792 long tons on summer draught, is in a regular trade bringing cargoes of gypsum to cement manufacturing plants in the Pacific Northwest.

Gypsum, an additive to cement powder to slow the setting time of the cement, is used at the Bamberton cement plant, situated approximately one mile away from the *CHAVEZ* on the western shore of the inlet.

The *CHAVEZ* is a self-discharging vessel with the conveyor and chute located at the fore end of the No. 3 hatch of the



on the barge on the underwater (starboard) side and attach them to heavy eyepads welded to the hull of the ship. The starboard sidewall and athwartship bulkhead on the fo'cs'le was to be burnt off; the latter was partially split where it had landed on the sheerstrake of the vessel, which projected 6" above the main deck. Any areas of the barge in contact with the *CHAVEZ* were to be burnt off to allow the barge hull to be pulled clear by three tugs of combined horsepower of 4930, pulling from the port side (upper) of the barge. Two further tugs, one for'd, one aft, were to be attached to the fore and after ends of the *CHAVEZ* to resist the pull of the other three tugs on the barge.

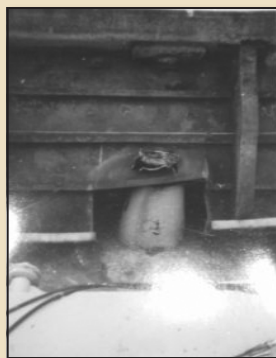
tives and Seaspan International Ltd and its servants from any damage to the *CHAVEZ* arising out of the removal of the barge from the *CHAVEZ*. The owners and representatives of the *CHAVEZ* were reluctant to proceed with the removal of the barge based on the terms contained in the above letter and all operations were suspended at 2200 hours that day.

On attending the vessel on Monday, May 7th 1979, Mr. Shanahan, on behalf of the owners of the *CHAVEZ*, advised that Willamette Western Corporation of Portland, Oregon, had been engaged to carry out the removal of the barge and were to return it to its owners, in a capsize condition, within a ten mile radius

to explain that all of the port sidewall would be burnt off, and also the athwartship bulkhead on the forecastle. Some pieces of the sidewall would be left in place to guard manhole covers on the deck of the barge. It was proposed to jack up the fore and after ends of the barge and use tugs to drag the barge off the vessel.

Practically all the wooden decking of the barge, consisting of 2"x12" planking laid athwartships with 2"x6" on edge, running fore and aft, had come adrift at the time of the capsize and was held close to the side of the *CHAVEZ* by the hull of the barge. In case this came adrift, arrangements were made with a local marina that, providing they picked up all the decking, it would become their property; thus any environmental hazard would be avoided.

Divers fitted compressed air lines to the drain plug areas of the tanks in the three main starboard (underwater) areas, hoses fitted with valves were attached to enable ballasting to be controlled from a distance. The divers also examined the deck of the barge and found it had been fractured in three areas, all adjacent to

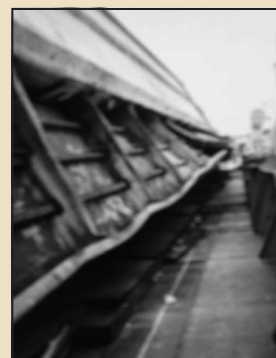
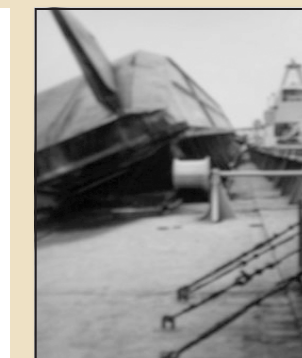


The barge itself was to be ballasted on the low side (starboard).

At this first meeting it was proposed that I, representing the charterers of the barge, should be in charge of the removal. As the above seemed to be the best solution to the problem (no agreement elsewhere), it was accepted. Divers were employed, chains, wires and their rigging were progressed, burning off where required was commenced and the required five tugs put on standby.

The latter meeting had three other new persons attached, including the ABS Surveyor; a representative of Pacos Carriers, owners of the *CHAVEZ*; and a representative of Domtar Gypsum America Inc., charterers of the *CHAVEZ*.

Toward the end of this day, the lawyer representing Ocean Construction Ltd., charterers of the barge, handed the master and owners of the *CHAVEZ* a letter, the contents of which were to hold harmless Ocean Construction Ltd, its representa-



of the anchorage position of the *CHAVEZ*. For various purposes of the removal, Seaspan International were to be used as sub-contractors.

The above agreement had to be drawn up to the satisfaction of both parties and this was not achieved until 2000 hours on May 7th. In the interim, many items of equipment were delivered to the vessel.

A meeting was summoned by Mr. Roberts of the Willamette Corporation

the sidewall stanchions. These fractures, in my opinion, occurred when the starboard sidewall came into heavy contact with the sideshell of the *CHAVEZ*. This was borne out by the divers who noted the port sideshell of the ship scarred and paint peeled off where the barge side wall had come into contact.

On May 8th, flooding of the tanks commenced and some jacking was used, a tug was ordered to pass close by, at

Continued on next page >>>



Seaspan >>>Continued from page 35

speed, to and fro, to create a wash that might cause the barge to slide off the ship, but this attempt was to no avail. At this time a survey was carried out by myself and other surveyors to establish the quantity and nature of damage to the *CHAVEZ*.

On Wednesday, 9th May, a further meeting was called. The Willamette Corporation representative said that more powerful jacks were required but there would be a delay as they had to be flown in from a supplier.

Rigging was completed by 1400 hrs May 10th. There were then, in position, the following: Forward: 4 x 50 ton jacks, and Aft: 1 x 100 ton jack and 2 x 50 tons. The tug *SEASPAN CORSAIR* of 1800 hp was fast to the after end of the barge and her sister, *SEASPAN CUTLASS*, of the same horsepower, fast forward.

At 1430 hrs jacking was commenced and the tugs took the strain at 1439 hrs. The barge began to move and shortly thereafter the after end of the barge was hauled off the ship. However, the fore end remained, due to the crushed athwartship bulkhead remaining locked on the upper edge of the sheerstrake of the ship's hull. Eventually, at 1453 hrs, the power of the tugs was sufficient to pull the barge off and completely clear of the ship. The barge came quietly to rest, and the ship, relieved of the weight of the barge, rolled easily to starboard and came to rest with a one and a half degree list to starboard.

The barge was temporarily made fast alongside *CHAVEZ* whilst towing arrangements were made for Vancouver, where McKenzie Barge and Derrick were contracted to right the barge, then it would be arranged for the barge to be docked for inspection and repair.

The Bamberton cement plant was in urgent need for gypsum, so the barge *EVCO 70* was brought alongside by the tug *EVCO SPRAY*. It was made fast at 1853 hrs, discharge to the barge was commenced at 1930 hrs and completed at 2240 hrs. Meanwhile, the *SEASPAN 195* had left in

tow of the *SEASPAN CORSAIR*.

On Thursday, May 17th, I travelled to Vancouver to witness the righting of the *SEASPAN 195*. At 1100 hours, three derrick scows had lines made fast to the starboard side of the barge. These had been placed in position by divers and were led across the deck of the barge and up the port side. The three starboard wing tanks had been ballasted, also the starboard fore and aft rake tanks.

The three derricks, working in unison, pulled the starboard side toward them, the port side then lifted gradually until the barge became upright, floating on its starboard side, gradually it flipped over, and, under continuous pull, it came upright with a list of some 30 degrees to starboard (due to ballast). At 1130 pumping out of the ballast commenced while divers replaced the docking plugs.

The starboard sidewall was extensively damaged where in contact with the hull of the *CHAVEZ*. Subsequently the barge was moored, awaiting the decision of owners as to where it would be repaired.

How can this happen?

I was asked by one of the lawyers concerned as to my opinion as to why and how the barge capsized.

It is my opinion that as the loading was completing, the operator of the conveyor decided that more trim aft was necessary. Accordingly, the barge was shifted forward until the after end was under the chute. Not noticed by the operator was that the barge, because of its length in relation to the position of the ship's conveyor, had its bow practically under the forecastle head of the ship. This meant that a portion of the barge was using the shoulder of the ship (bow merging into the straight side of the ship) as a turning point, causing the stern to move away from the *CHAVEZ* and the gypsum stream to fall on the starboard corner instead of on the centre line. This, I believe, caused the starboard corner to dip under the surface and commence the capsizing motion.

It must be noted that I had a long experience in later years with the loading of such barges when the Bamberton

plant was closed and the manufacture of cement was moved to the Tilbury plant on the Fraser River. It was then decided to anchor the ship in Plumper Sound (among the Gulf Islands - no harbor or port dues!!). This was not always a comfortable anchorage. The barges had to be towed across the Strait and enter the Fraser River, where a transition from salt to fresh water generally caused the barges to become about 5-6" deeper. This combined with a sharp turn to starboard in the Steveston area (a near 90 degree turn) caused problems.

I remember in one instance while in charge of the loading and command of the one tug used to move the barge and keep it alongside (the use of ship's wires ceased after the *SEASPAN 195* event). Initially there was one tug forward, on a very short bridle, enabling it to back and pull as necessary and another on the offshore side, eventually the forward tug was done away with. Another point is that most of the 4,000 ton barges in use finished with the peak of the gypsum load about 16' above the deck; this made them very tender.

One night, we had just finished loading and the tug skipper noticed there was an 8 degree list and he refused to take the tow until it was substantially reduced. There was nothing else to do but try to reduce the list. The mate of the tug, a deckhand and myself borrowed three shovels from the ship and managed, in 20 minutes, to shovel off the peak on the high side and reduce the list to 3 degrees, thus satisfying the master of the tug. This made me realise just how tender these barges were!!!

Incidentally, in 1995, a barge taking on a load of gypsum from a vessel, the *ATLANTIC SUPERIOR*, also capsized and finished up in exactly the same position on that vessel as had the *SEASPAN 195* on the *CHAVEZ*. Unfortunately, I was never able to find out the name of that barge and even large color photos, unfortunately do not show the name. However, I have found out that both the *SEASPAN 194* and *195* have capsized at least once in their career; we know for certain that the *195* had!!! 🍀



Japan Captains' Association



by Captain
Koichi Akatsuka
Vice President
The Japan Captains'
Association

It is indeed a great privilege to contribute to the CAMM newsletter *Sidelights* and to introduce the Japan Captains' Association (JCA).

and the health of world trade, shall endeavor to develop democratic Japan's merchant fleet in line with that of International shipping. We shall take a positive attitude towards making a significant contribution to the peace of the world."

We can perceive their aspiration and ambition to be members of the International shipping fraternity once again. Shortly after World War II, Japan's shipping industry had been totally annihilated.

Well, this Principle still stands firmly as the main tenet of JCA.

Objective and Activity

Our articles of Association stipulate that we should *"make contribution to the development of merchant shipping and other maritime affairs through the orientation of intelligence and professional techniques of ship's captains, also by taking interest in multifarious important matters connected with their duties on board."*

Therefore our activities are focused on the following points:

- a) To help members build up their intelligence and polish professional knowledge.
- b) To study safety maneuvering techniques.
- c) Cooperation with relevant domestic and International public entities.
- d) Research on various subjects including publication of the Association's gazette and refer-

ence book.

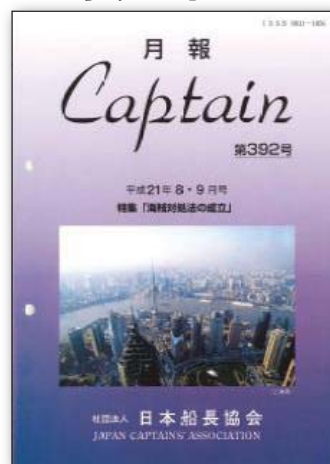
- e) Encouragement of members' friendship, improvement of welfare and refining of their social standing.
- f) Other activities necessary to accomplish the Association's objectives.

In accordance with these objectives and activities, we hold various seminars and forums in Tokyo and Kobe where we usually invite expert lecturers. We also publish texts and video/DVDs such as those we showed on the occasion of IFSMA's Annual General Assembly and give special lectures to those members who aspire to be pilots. Indeed until 3 years ago, in Japan only ships masters with a minimum of 3 years experience on vessels over 3,000GRT were qualified to be examined for a pilot's

license. However, now there is a way in which graduates of MET can become a pilot after dedicated training and examination in school. We are also members of various committees and councils related to a wide range of maritime affairs in which we actively participate and represent the views of our members.

We publish a bi-monthly Japanese language in-house magazine *Captain* and technical supplement. At present, our membership is confined to Japanese nationality only, but I believe, we should consider extending our membership to those foreign

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Formed in 1950 by prominent Japanese Captains in Kobe to unite themselves, JCA is a unique organization made up mainly of Japanese oceangoing ship captains. JCA was subsequently declared as a corporation with its Head Office in Tokyo and a detached office in Kobe.

Principle of JCA

Whenever I read the so-called the *Principles of Association* our fathers wrote, I can't help smiling at the seriousness and high tone of it.

It says *"Members shall realize the dignity, authorized powers and obligations of the captain as the most responsible person on board, and he will have to exert himself to the study of scientific and practical techniques in order to carry out all his duties most successfully and with confidence, always cultivating himself better and striving to be a man of refined and venerable personality."*

Then it follows *"with friendly feelings and fidelity for each other, shall always aim to elevate maritime culture through an extensive insight and forward-looking attitude, making strenuous efforts simultaneously to establish their higher social standing."*

It goes further, *"based on real sea-spirit*

Japan>>>Continued from page 37

nationals who command Japanese flagged ships. Some kind of English version of the magazine might consequently be published in future.

Members and Officers

JCA comprises the following membership categories:

- **Regular Member:** Captain, active or retired, and persons who hold a First class certificate of competence.
- **Navigating Officer Member:** Navigating Officer at sea or ashore.
- **Support Member:** Retired Captain or Marine Pilot (Special Support Member).
- **Corporate Membership** of the Organization is also available for Corporations, MET and Companies which support JCA's principles and activities.

JCA once boasted Membership numbers of more than 3,000, but this figure

now stands at less than 600 as a result of Japanese seafarers losing their competitiveness to developing country's seafarers such as the Philippines.

The Association is operated by President Capt. Y. Morimoto (ex-NYK Lines), two Vice-Presidents of whom I am one, and three active captains act as Managing Directors. Though JCA is independent and free from any subsidiaries, major shipping companies such as K-Line, MOL and NYK are generous enough to offer their valuable resources for secondment to our Association.

It will be of interest to know that Captain Hiroshi Kawashima, ex-President of JCA, served as President of IFSMA from 1994-1998.

Unique activities

"Captain back to his old school"

As part of Japan's campaign to raise awareness of the shipping sector amongst young people, JCA arranges and orga-

nizes seminars for children in those elementary schools or junior high schools which have been attended by relevant Member graduates.

This scheme is supported by the Nippon Foundation and more recently by The Japanese Shipowners Association. The "Old-Boy" Captain accompanied by JCA officers visit their respective school and give a lecture on the sea, ships and seafaring illustrated by pictures and slides to convince the pupils that the maritime sector and shipping industry offers an appealing and interesting career prospect. Such visits are always very well received ever since their inception 10 years ago.

JCA also receives requests, from time to time, by schools which do not boast any former-pupil JCA members in which case we call it "Captain tells children a sea story" seminar. Such seminars are conducted throughout Japan 10 times a year.

"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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- 650-750 words for 1 page with photo/graphic; 1200-1300 for spread (2 facing pages) with 1-2 photos/graphics. Most major formats accepted.
- General features 45 days prior to release date.
- Breaking news - draft due by 5th of month prior. Final by 10th.
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Voluntary Traffic Separation Schemes

JCA was instrumental in establishing Voluntary Traffic Separation Schemes along the Japanese South Coast from June 1970, subsequently amended in September 2002. This has been widely recognized by both Japanese and foreign shipping companies ever since, contributing considerably to the safe navigation of ships in Japan's coastal waters.

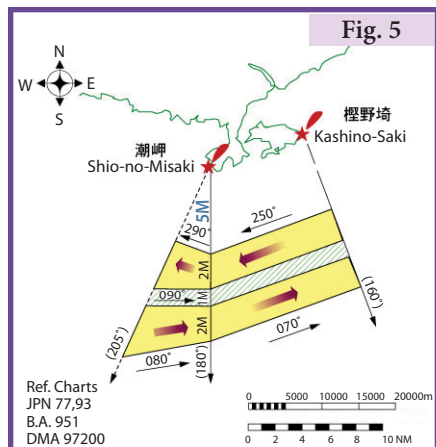
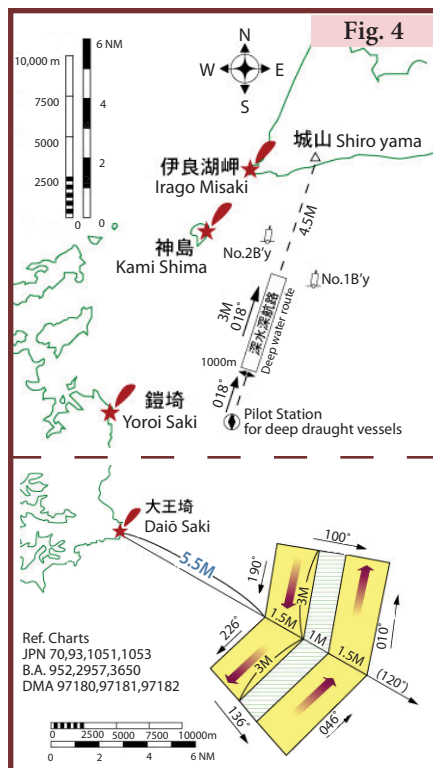
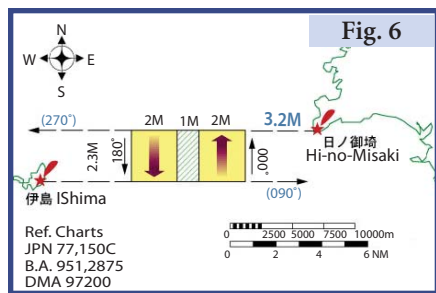
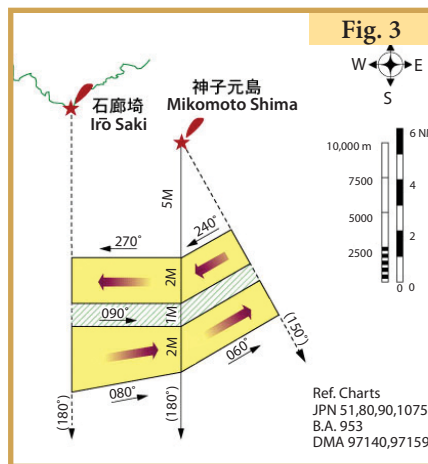
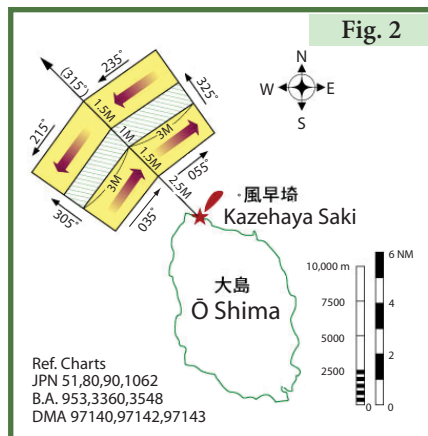
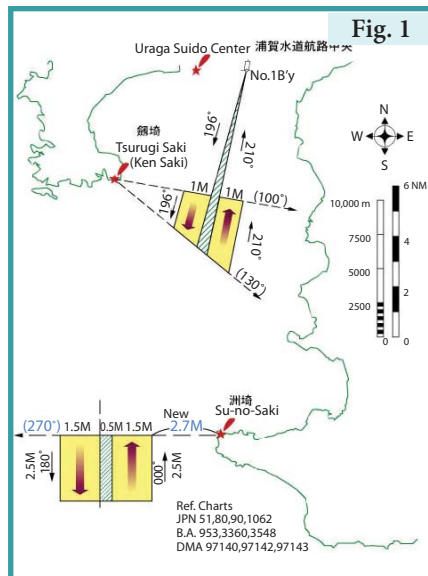
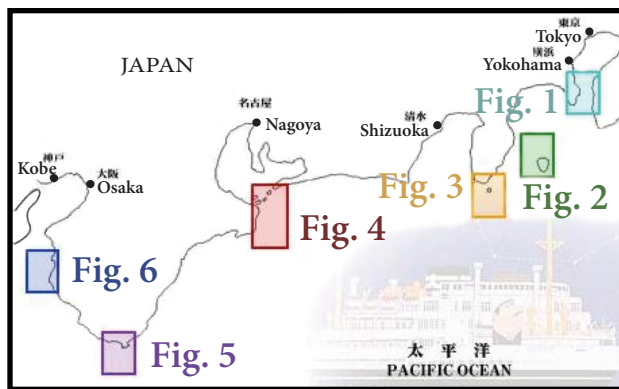
The current traffic separation schemes are shown in these diagrams.

In consequence of the nature of these traffic separation schemes as a voluntary project by the JCA, no legal binding power is attached. However, the JCA hopes that all ships will, as far as practicable, follow the traffic separation zones and obey all the traffic rules and requirements imposed by the schemes in line with the purpose for which they were established.

JCA has been work-

ing hard for this scheme to be given official status and made mandatory. Though parties concerned, including the Japan Coast Guard, seem to be sympathetic to consider doing so with a view to further enhancing the safety of navigation in Japan's coastal waters, it would take long, in particular, to adjust the difference of interests such as fishery industries may have.

We would be very grateful for your endorsement of this scheme together with any comments you might wish to make on suggested improvements. ☆



An english version with more info is also available on the JCA website at http://www.captain.or.jp/?page_id=158&page=3

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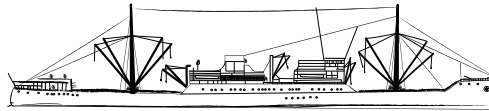
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