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# Sidelights

June-August 2014 Vol. 44, No 3

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## **CAMM's 75th AGM in Mystic, Conn.** **Panel Discussions, Presentations,** **General Business Meeting**

### *Mission Statement*

*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.*

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

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### **LOS ANGELES / LONG BEACH**

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# In This Issue



## ON THE COVER

Mystic, Connecticut's strong maritime heritage is apparent through the town and harbor. Photo by Manny Aschemeyer.

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## TO SUBMIT MATERIAL

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

## PUBLICATION DEADLINES

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

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President Captain R.J. Klein reflects on a successful and informative Annual General Meeting in Mystic, Connecticut this past June.



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



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

## EVENTS IN MYSTIC

### *CAMM's Professional Development Conference (PDC) and Annual General Meeting (AGM) was held in Mystic, Connecticut on June 12<sup>th</sup> and 13<sup>th</sup>.*

The turnout was fewer than expected, but on the plus side, over half were attending for the first time or had not traveled to a conference/meeting for several years. Those who ventured to Mystic were treated to a very informative conference and productive meeting. The facilities were top notch and the cruise on the Mystic River entertaining and enjoyable.

Additionally, five golfers had a great day at the scenic Shennecossett Golf Course. No one claimed outright victory, but the scuttlebutt is that Jackie Moore may have taken the fewest strokes. Those accompanying members to Mystic were offered transportation to Mystic Seaport, the Mystic Art Center and lunch was arranged at the Captain Daniel Packer Inn (a historically restored 250-year old inn). While there were a few technical difficulties, which will be addressed before next year's meeting, the overall results were positive.

#### **The Professional Development Conference**

The PDC was held in the River Room at Mystic Seaport. In the morning session a panel, consisting of representatives from five state maritime academies (California, Maine, Massachusetts, Maine, New York, and Texas), addressed the challenges of educating today's merchant marine officer. The discussion was

enlightening and informative. Of particular note was the difficulty that the academic departments have in meeting the required courses needed for a college degree and also adhering to the USCG/IMO required class time/courses to qualify for the license exam. This problem was especially troublesome for the academies that are part of a state university system. Obtaining required sea time and simulator time within the academic framework presented an additional challenge.

The afternoon session started with Captain George Sandberg's discourse on Masters as leaders vs. managers in today's environment. The thrust of his presentation was that while companies may prefer the Master to be a ship manager, what is needed is good leadership. Captain Dickie of IFSMA followed doing a masterful job of changing course and speaking off the cuff. He was able to give insight into the educational requirements needed for all deck officers to become certified under international regulations. A presentation by John Laurence Busch, author of *Steam Coffin* chronicled the voyage of the SS

SAVANNAH, the first steam ship to cross the Atlantic. After the presentation, the author signed books and all the books provided by the Mystic Seaport book store were purchased.

#### **Annual General Meeting**

The opening session went smoothly with Father Sinclair leading the invocation and the final roll call of members who crossed the final bar since our last meeting. Ms. Lyn Mc Clelland, Positions Chair, did an excellent job navigating through the positions. This is a difficult job given that a room full of Masters have a room full of ideas. Lyn kept everyone on task – the results are now posted on the website. Captain Tom Bradley gave his *Sidelights* and website reports – biggest item will be the ability of members to edit their own information and make payments to CAMM online. New officers were elected. All Constitution and By-Laws amendments passed. The ballot committee certified all results.

Captain R.J. Klein

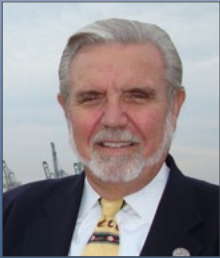


#### **CAMM portfolios for sale**

##### **Leather Zippered Portfolio:**

- 4 pockets for business cards
- 3 pockets for handouts and accessories
- 30-paged lined notepad (8-1/2" x 11")
- basic 8-digit calculator

\$25 includes shipping and handling.  
Pay online using "donate" option or mail check to Captain Manny.



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

## Greetings, CAMM Shipmates!

*As your newly-elected National Secretary/Treasurer, this is my first official report to you, and I am pleased*

and excited to be at your service in this new role. Thanks for your encouragement and support as

expressed by your votes for me earlier this year. Mind you, I've got a lot of catching up to do – and as I've described it earlier, "I'm drinking from the fire hose" in an attempt to take it all in as quickly as possible! So please bear with me as I learn and accomplish the nuances, duties and responsibilities of this new post with CAMM. And feel free to contact me with your ideas, feedback, and advice – I can use it all right now!

As we go to press with this edition of *Sidelights*, Captain Klein and Captain Ed Higgins (President, NOLA Chapter) announced that our 2015 AGM/PDC will be held in "The Big Easy" (New Orleans) at the end of March. So mark your calendars NOW! You won't want to miss this one! You'll be getting more details as time goes on.

I had hoped to produce a financial report (and budget) for review at the AGM in Mystic last month. Having just assumed the financial reins in mid-June, it was simply impossible to have a meaningful financial report ready to share with you herein. Unfortunately, we are still struggling to pick up the pieces following the sudden, untimely, and sad death of our previous National Secretary/Treasurer, Captain Dave Williams. I still have several boxes of files, spreadsheets, correspondence, and data to go through that were shipped to me from Florida in June.

As you may know, when Captain Dave fell gravely ill last December — and had to abruptly resign his post — Captain Klein, with help from Captain Don Moore, rose to the occasion and took over CAMM's financial activities and duties from January to June. Under very challenging circumstances, they both did an outstanding job — and we are all in debt to them for their dedication to duty, and for going above and beyond to keep CAMM functioning financially during that critical period.

Now the baton has been passed to me for keeping tabs on CAMM's financial status, performance, and activities.

While I was unable to present a formal report this time, I am nonetheless working feverishly to get up-to-speed with all the financial aspects of CAMM – banking, accounts payable, accounts receivable, dues status for all members, and budget planning.

From my basic and initial reviews, however, I can report that I've made a preliminary assessment of CAMM's finances. I anticipate that we will be able to cover our financial obligations through the end of this year (2014), including publishing three issues of *Sidelights*. I want to have reports coming out to you later on this year, and I will be working towards that goal.

The priority items on my to do list for CAMM:

First, I am committed to a campaign of bringing in new, younger, and proactive members for the future growth and stability of CAMM.

Second, I want to take a look at reorganizing and developing the Cadet Chapters at the state and federal maritime academies to make them more pro-active and viable within CAMM.

Third, one of my main objectives will be to assist Captain Klein and Captain Bradley in their efforts to make our excellent professional journal – *Sidelights* magazine – self-sustaining (or revenue neutral) with new income from advertising and possible outside subscriptions. Doing this will greatly improve CAMM's bottom line in our budget.

So that's "IT" for now, my fellow CAMM members. Thanks again for

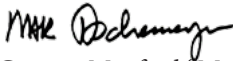
*Continued on next page >>>*



# Council Reports

your encouragement and support; and I look forward to serving you as best I can for the future. I wish good luck and Godspeed to all of us at CAMM — as we work together to make our organization strong, growing, and vital for the future!

Sincerely, and respectfully,



Captain Manfred “Manny” Aschemeyer

## 1<sup>st</sup> VP Report: Government & Public Relations

*Captain Joe Hartnett, #2193-R*

We would like to extend our congratulations to Paul “Chip” Jaenichen on his recent confirmation as Maritime Administrator. We appreciate his efforts on behalf of the maritime industry as “Acting” Maritime Administrator and look forward to working with him as needed in the future.

Congressman John Garimendi (D-Calif.), Ranking Member of the House Transportation and Infrastructure’s Coast Guard and Maritime Transportation Subcommittee, recently introduced a new bill entitled “*Growing American Shipping Act of 2014*.” Rep. Garimendi stated that this bill is intended “to promote the transportation of liquefied natural gas from the United States on U.S. flag vessels.”

Representative Denny Heck (D-Wash.) recently introduced the “*Protect American Jobs and Exports Act of 2014*” This bill proposes a seven-year extension of the Export-Import Bank and increases the lending cap to \$175 billion dollars. Unfortunately, Rep. Kevin McCarthy, the new House Majority Leader, has recently stated that he favors the expiration of the Export-Import Bank charter.

I would encourage all CAMM members to contact Rep. Garimendi and Rep. Heck and thank them for their support of the U.S. flag fleet and American jobs. I would also recommend contacting Rep.

Kevin McCarthy and ask for his support of the re-authorization of the Export-Import Bank charter.

## 2<sup>nd</sup> VP Report: Pilot Relations

*Captain Dan Jordan, #2698-R*

No report submitted.

## Positions & Views Committee

*Ms. Lyn Mc Clelland, #3104-A, Chair*

The committee developed a vision which guided its efforts throughout the year: “*CAMM is a premier maritime advocacy organization whose Positions have positive effect on our industry*”. Focus on the vision has driven our efforts to achieve that goal through better position analysis and partnering with like-minded maritime organizations to improve the industry and address issues of major concern to merchant mariners here in the U.S. and abroad.

I presented to the membership 29 previously adopted positions for review at the 2014 Annual General Meeting (AGM). Each was considered and, by vote of the membership attending, either continued, discontinued or returned to the committee for further analysis. It is notable that there was 90 percent or greater concurrence on all votes.

Positions 2012-02 and 2010-03 had been returned to committee last year and were offered this year as a single revised view for membership approval. It was approved as Position 2014-04, Under Qualified Officer Promotions.

A total of 23 positions were continued and four new positions were adopted at the 2014 AGM. One former position, 2004-08 U.N. Convention of the Law of the Sea Treaty (UNCLOS), as amended, was discontinued and returned to the committee for further analysis. The committee is charged with developing a clearer statement of the pros and cons affecting ratification of the treaty. To date the U.S. Senate has not ratified this

treaty.

This year the committee has worked to provide the membership with a better understanding of other industry organizations’ stands on the issues of greatest importance to CAMM. We have also called on selected members to provide us with updates on the status of each position. We asked for input from members who are the most familiar with regulatory and other action organizations who make rulings significantly effecting maritime issues of concern to the U.S. merchant marine officer.

We wish to acknowledge the excellent input of Captain John Dickie, Captain Joe Hartnett, Captain Klaus Luhta and Captain Joe Ryan, all of whom provided valuable information. We also want to mention how much the expertise of Captain John Cartner was missed, and to send him our continued best wishes for his recovery and future good health.

The listing of positions and views on the CAMM web site has improved this year, with the addition of notations in blue ink which provide helpful comment, update, and clarification. Most of this information was provided by the above named members. The committee is working to assure that we have official reference information for all current laws, regulations or actions of government and other maritime authorities.

As was the case last year, the membership is being asked to rank the five positions of greatest concern to each member. We will report those results in a future *Sidelights*. Members who submit views to the committee will also be encouraged to write articles for *Sidelights* introducing their recommended views to the membership.

We wish to thank Captain R.J. Klein and Captain Don Moore for their continued excellent support as members of the Positions Committee.

## **Sidelights and Website Report**

*Captain Tom Bradley, #1966-L  
Committee Chair*

Thank you for your patience in waiting for this issue. *Sidelights* suffered various technical difficulties over this summer and has taken some time to recover. Once this issue was sent to the printer, work on updating the website began and should be done by the time this reaches your mailboxes.

The good news is, just prior to the Mystic conference, the member login went live. Members can now login to update their contact info, pay annual dues, purchase raffle tickets, pay meeting registration fees and make donations. More items are in development, and I'll let you know as they progress.

*Sidelights* and CAMM's website must be self-supporting. To this end, we accept advertising in both media. Currently, our website is now revenue neutral, but unfortunately, *Sidelights* is not. We need members help soliciting advertising from our industry, or to make a donation to CAMM (donations can now be made online). *Sidelights* is a significant portion of CAMM's annual budget, and if *Sidelights* were revenue neutral, we can free up general funds to send a CAMM representative to industry meetings, conferences and conventions, such as the Congressional Sail-In and IFSMA meetings.

## **New York Metro**

*Captain George Sandberg, #1919-R  
Chapter President*

Please refer to AGM reports, page 21.

## **Baltimore / Washington, D.C.**

*Captain Joe Hartnett, #2193-R  
Chapter President*

We would like to extend our thanks to Captain Paul Hanley for attending the PDC/AGM with Captain Hartnett in Mystic, Connecticut.

We have been busy promoting CAMM on the golf course. We would like to thank all of our chapter members who participated in the Propeller Club golf outing and also the International

Seafarer's Center golf outing.

Our next event will be the annual Propeller Club Crab Feast. We have participated in this event since the reactivation of our chapter and have found that it is one of the best venues to promote CAMM with the maritime community.

Please check our web page for meeting and event updates.

## **South Atlantic VP Report**

*Captain Tim Brown, #1494-R*

No report submitted.

## **Port Everglades / Miami**

*Captain Paul Coan, #3021-R*

*Chapter President*

The Miami/Port Everglades Chapter is now in summer break avoiding the tropical heat. We will resume in September at Galuppi's in Pompano Beach.

## **Tampa Bay**

*Captain Ron Meiczinger, #1747-R*

*Chapter Secretary*

At our June meeting, guest Lt(jg) Shawn Antonelli gave us a brief overview of his duties in the Coast Guard and the career path he hopes to follow. Shawn is a 2012 graduate of the U.S. Merchant Marine Academy at Kings Point, N.Y.

The election for new officers was held and all were elected unanimously by the members present. The new officers are: President: Captain Robert L. Holden; Vice President (Shore): Captain Michael Michelson; Vice President (Sea): Captain Scott Moser; Secretary / Treasurer: Captain Ronald J. Meiczinger. Their term of office will be for two years.

The chapter continues to support the Special Operations Wounded Warrior Foundation which has its headquarters in Tampa. This is a worthwhile charity that cares for the families of Special Operations warriors wounded or killed in action.

We are now on hiatus until fall. Our meetings will resume on October 14<sup>th</sup>, 2014 at the Columbia Restaurant.

On November 14<sup>th</sup> of this year we will be celebrating the 25<sup>th</sup> anniversary of receiving our charter from The Council of American Master Mariners, Inc. We

had 43 charter members in 1981, and now have 45 members on our current roster. Our membership has been pretty consistent over the years.

## **Gulf VP Report**

*Captain Michael Mc Cright, #2753-S*

Father Sinclair Oubre, our CAMM Chaplain, christened Crowley's Dynamic Positioning Tug *M/V OCEAN SKY* in Houston on July 24<sup>th</sup>. Just prior to it's formal christening ceremony, Father Oubre worked on board the *OCEAN SKY* as AB from June 19-July 11.

I am reading and highly recommend *The Explorers* by Martin Dugard, about two British explorers who search for the source of the Nile River in 1856. While this is not strictly a nautical book, however many explorers are, were, and have been sailors. Something we can all relate to.

## **Mobile Bay**

*Captain Jerome "Rusty" Kligore*

*Chapter President*

No report submitted.

## **New Orleans**

*Captain Ed Higgins, #2872-R*

*Chapter President*

Please refer to AGM reports, page 21.

## **Houston**

*Captain Michael Mc Cright, #2753-S,*

*Chapter President*

Please refer to AGM reports, page 21.

## **TAMUG Cadets**

*Submitted by Captain Michael Mc Cright*

The TAMUG Cadet Chapter welcomes four new members into CAMM.

TAMUG cadets are in the summer-at-sea program, lead by Captain Scott Putty (#2448-R), Master of the *TS GENERAL RUDDER* and Captain Gussie Roth (#3116-S). The *GENERAL RUDDER* will sail two cruises throughout the Gulf of Mexico, with 14 crewmembers and up to 48 cadets calling into three ports each sailing. Earlier this year, the *GENERAL RUDDER* went into routine drydock for surveys, repairs and upgrades including addition-

*Continued on next page >>>*

*Council >>>Continued from page 7*  
al mooring arrangements on deck, a new stern section, a larger wastewater treatment system, and a new coat of white, black and Aggie red paint.

## South Pacific VP Report

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

No report submitted.

## Los Angeles / Long Beach

*Captain Dave Boatner, #2162-R*  
*Chapter President*

The Los Angeles / Long Beach Chapter meets at noon the second Tuesday of the month [except August] at Crowne Plaza Hotel's Beacon Room in San Pedro. We usually have anywhere from six to ten members in attendance. Like many CAMM chapters, LA/LB struggles to increase numbers at local meetings. Our members take an active interest in their

profession and encourage all Masters living or visiting in the area to participate in our monthly meetings.

## San Francisco Bay Area

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

No report submitted.

## North Pacific VP Report

*Captain Carl Johannes, #2147-R*

Please refer to AGM reports, page 21.

## Columbia River

*Captain Bill Good, #1924-R*  
*Chapter Secretary*

No report submitted.

## Seattle / PNW

*Captain Douglas Subcleff, #2329-R*  
*Chapter Secretary*

The Seattle PNW Chapter's Spring into Summer meeting schedule has been

interesting and impressive. In April, a total of 13 attended the meeting held at China Harbor restaurant in Seattle. Our guest speaker, Linda Styrk, Managing Director of Seattle Seaport, spoke about the challenges as a port authority to be the steward of port's infrastructure assets and public funding. She also discussed the improvement of communications with the Port of Tacoma, now seen as a "friendly competitor" as the two ports are finding ways to team up in promotion of a Puget Sound Gateway market share strategy.

For our May meeting, a total of 14 participated in a "field trip meeting" to one of the classrooms at Crawford Nautical School, located in Ballard. Our gracious host was Captain Andy Crawford, one of the many Crawfords who continue to keep this venerable maritime educational institution, established in 1923,

*Continued on next page >>>*

## CAMM welcomes Slate of Officers for 2014-16

*by R.J. Klein, Re-elected National President*

Congratulations to the recently elected National Officers. The following officers were installed after their election confirmation at the AGM on June 13<sup>th</sup> and will serve for the next two years.

**Captain Manny Aschemeyer Secretary-Treasurer #1548-R**

This is Captain Aschemeyer's first time serving as an officer with CAMM and is dedicated to quickly learning the job. "Manny" retired in 2008 after 15 years as the Executive Director at the Marine Exchange for Southern California. This experience will serve him well in his new job. We look forward to working with Manny as he shares his ideas of how to heighten CAMM's image within the maritime industry while safeguarding our finances.

**Captain Joe Hartnett, First Vice President #2193-R**

Captain Hartnett was re-elected to this office and also serves as the Baltimore Chapter President. When not attending to his family and job as a Chesapeake Bay Pilot, Joe does an excellent job of promoting CAMM in the Baltimore/Washington, D.C. area.

**Captain Dan Jordan Second Vice President #2698-R**

Captain Jordan begins his second term and works as a Columbia River Bar Pilot. Dan has recently served as CAMM's liaison with the American Pilot Association (APA) and also served as the chair of the nominating committee for our last election.

**Captain Frank Zabrocky North Atlantic VP #1964-R**

After serving as Master with Lykes Lines, Frank taught at the

Maritime Institute of Technology and headed up the National Cargo Bureau. Frank is beginning his second term in this position having previously served as CAMM's National President (2000-2002).

**Captain Tim Brown South Atlantic VP #1494-R**

Captain Brown, the 2013 Lalonde *Spirit of the Seas* Award recipient, recently retired as the President of IOMM&P. Tim brings a wealth of knowledge of the maritime industry and will serve as Chairman of the Lalonde Award Committee.

**Captain Michael Mc Cright Gulf VP #2753-S**

Captain McCright is also the Houston Chapter President and has recently served on the faculty at Texas Maritime Academy (TAMUG). Mike is active in recruiting cadets at TAMUG for membership in a CAMM cadet chapter.

**Captain Klaus "Nick" Niem South Pacific VP #2167-R**

Captain Niem begins his 3<sup>rd</sup> term in this role and serves as the San Francisco Chapter President.

**Captain Carl Johannes North Pacific VP #2147-R**

Captain Johannes begins his 4<sup>th</sup> term as regional VP and continues work for CAMM in the Pacific Northwest.

Several CAMM Chapters have recently installed new Presidents: Captain George Sandberg, New York Metro; and Captain Ed Higgins, New Orleans. They have brought new energy to CAMM both nationally and in their respective regions by re-starting or stabilizing their chapters.

We welcome all the newly elected officers of CAMM and look forward to hearing their ideas on how to best implement CAMM's Mission Statement. ☆



going strong. Also at this meeting was Port Townsend's Northwest Maritime Center Executive Director, Jake Beattie, who spoke about their new Maritime Discovery School initiative with the Port Townsend School District. This collaborative effort will transform the K-12 public education by including a maritime-themed curriculum – a unique program, first of its kind on such a scale in the U.S.

The Seattle Chapter did not have a meeting in June due to scheduling issues with the Mystic AGM/PDC.

The Seattle PNW Chapter's July meeting was held at McCormick & Schmick's Harborside restaurant. Captain Don Moore did an admirable job of facilitating this meeting as he provided the 13 attendees with a summary of the National Meeting recently held in Mystic. Captain Moore also appreciated

the many congratulations he received about his Lalonde *Spirit of the Seas* Award!

Coming up in August will be regular Chapter meeting on August 14<sup>th</sup> and our 7<sup>th</sup> Annual Bob Magee Memorial charity golf tournament on August 28<sup>th</sup>. Information about this tournament can be found on the [www.mastermariner.org](http://www.mastermariner.org) website! ☆

## Dear CAMM,

### Response to phrase "Morality dictates a Captain should go down with his ship"

Mr. Poll:

You have recently said in the *Wisconsin Law Journal* as to the masters of the Italian cruise vessel and the South Korean ferry: "Both captains are publicly reviled. It is sometimes law but always morality that dictates that a captain should go down with his ship — or, at least, be the last to leave it."

While this succinctly summarizes the folklore, it is wholly incorrect.

Of the vast majority of cases featuring hanging by the media, a tried and true method of ruination, such statements are both improper and immoral until all the facts of a case come to light – which often takes years. Further, of 168 states licensing shipmasters, none has a law requiring a master (the proper legal term, "captain" being a mere social title misused by the laity) to die merely because an item of chattel sinks beneath him or her. In addition, as a moral matter, to demand a master commit suicide either in press or law to avoid responsibility is

wholly immoral within the western ethos and in fact grotesque and medieval in the current day. Moreover, the master in any disaster places him or herself where he or she can best oversee and expedite response or recovery operations, whether that be on the vessel, adjacent to it or ashore. Those are his or her duties in law in most registry states. Being dead does not allow the person who knows more about the stricken vessel and its operation to contribute to the matter.

Your statement further does a disservice to the 175,000 shipmasters at sea worldwide and an additional number ashore awaiting assignment. While accidents are sensationalized, they do happen, but many times the causes are a complex chain of events within a complex system which handles \$20 trillion in trade value per year. I paraphrase and amend a statement by a recent Secretary-General of the International Maritime Organization: without shipmasters, half the world would freeze to death and the other half would starve to death and the world trade economy would collapse. These are not understatements. Every vessel in trade is mastered by a person with extraordinary academic and licensing credentials and training and years of experience and supported in the vast majority of cases by their companies and their governments. The system is not perfect, but airplanes and ships are the most highly regulated transportation industries in the world and accidents such as you cite send immediate reverberations through the regulatory, legal and financing apparatuses necessary to the industry. While it is superficially easy to cast stones, it is more difficult to determine the facts of a maritime matter and report truthfully about those facts and to apply those facts with the necessary thoughtful analysis to come to proper causes and to then take appropriate remedial action.

Seafaring is a hard business both at sea and ashore and only one who has gone to sea for a living and has mastered a vessel truly understands the nature of commercial command. I suggest that you have done neither.

You do a disservice to shipmasters as a class and to yourself as a journalist.

With best regards,

John A C Cartner (#2475-R)

## New Members

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

- 3354-R Captain **William L. Palmer**  
Master MV MOKIHANA, Matson  
Sponsored by Captain Dave Boatner #2162-R
- 3355-RP Captain **Ronald S. Perry**  
Sandy Hook Pilots  
Sponsored by Captain George Sandberg, #1919-R
- 3356-R Captain **Stephen Jay Diederiks**  
Master with APL PRESIDENT POLK, 2009 Retired  
Sponsored by Captain Liz Clark, #997-L
- 3357-R Captain **Sam J. De Selover**  
Master AIVIQ  
Sponsored by Captain William E. De Selover, #3308-R
- 3358-RP Captain **James Coonrod**  
1973-2012 Galveston - Texas City Pilot AGT  
Lecturer, TAMUG  
Sponsored by Captain Michael Mc Cright, #2753-S
- 3359-H Captain Dr. **Shashi Kumar**  
Dean, United States Merchant Marine Academy  
Sponsored by Captain Frank Zabrocky, #1964-R

## CROSS'D THE FINAL BAR

### CAPTAIN DAVID H. WILLIAMS #2318-R



Captain Dave Williams passed away March 24, 2014. He was born March 8, 1940 in Norfolk, Virginia.

Captain Williams has been a member of CAMM Tampa Bay chapter since 1994 and was serving as National Secretary-Treasurer until he resigned only a few months prior to his passing.

Dave graduated from Maine Maritime Academy at Castine, Maine in June 1961. He loved sailing and during his senior year he was captain of the fleet. One of the highlights of his life was sailing in the Bermuda race.

Upon graduation he joined IOMM&P. He started with Grace Lines, which later became Prudential Line then Delta Line. Upon the demise of Delta Line in 1984 he joined Farrell Lines where he remained until retirement in 2006. Captain William's first command was the Farrell Lines vessel S.S. ARGONAUT in 1990. His last command before retirement was the M/V ENTERPRISE. Captain Williams was also an instructor at the Maritime Institute of Technology and Graduate Studies (MITAGS) teaching Maritime Law and Ships Business, and License Advancement in 1975 and 1976.

In 1997 he was recognized at the Admiral of the Ocean Sea (AOTOS) awards ceremony for his expert ship-handling of the EXPORT PATRIOT by safely maneuvering her out of the port of Cadiz, Spain when she parted her mooring lines. The ship's main engine went "Full Ahead" due to a malfunction while warming up the engine. There were no injuries to the ship's crew and no damage to the ship or dock.

Dave was also President of the Propeller Club of the United States, Port of St. Petersburg, Florida until it was deactivated.

Captain Williams and his wife Earlene resided in Inverness, Florida during the winter months, and in Union, Maine during the hot and humid Florida summers. Dave is survived by his wife Earlene, two sons, a daughter, his brother and sister.

As in the tradition of maritime history, Eight Bells are struck at a seaman's funeral indicating that his "watch" here on earth is over. He has been relieved; it is his time to rest.

At the end of Captain Dave Williams' service, Eight Bells were struck. The bell used was presented by the CAMM Tampa Bay Chapter to Dave to acknowledge his service to the chapter. Rest in Peace, Captain Williams.

### CAPTAIN FRANCIS (PHIL) FILLIPOW #2697-R

Captain Francis (Phil) Anthony Fillipow, beloved husband, father and grandfather passed away on February 1<sup>st</sup>, 2014, after 92 years of a very full life. Phil was born and raised in Long Beach to Polish immigrant parents. After graduating from Wilson High School, he attended the California Maritime Academy and after a war driven accelerated graduation, he quickly worked his way up to the rank of Captain by the time he was only 24. He served as Captain on a variety of ships for more than 40 years, sailing mostly to South America. Captain Phil was a fantastic chef and published a cook book titled *The Captain Cooks*, which was full of his favorite recipes he created or collected over the years.

During his retirement, Phil kept busy traveling the world with his wife, attending the symphony, and adopting Golden Retrievers. He was also one of the original Aquarium of the Pacific volunteers, where he worked every Thursday for 15 years. He is survived by his wife of 59 years, Renee, his three children and six grandchildren. In lieu of flowers or gifts, donations can be made on his behalf to the Aquarium of the Pacific. Checks made out to and sent to Aquarium of the Pacific: 320 Golden Shore #150, Long Beach CA 90802, Attn.: Kendra Jones. Tax ID#33-0532354 or online at: [www.aquariumofpacific.org](http://www.aquariumofpacific.org). Please sign the guestbook at [www.presstelegram.com/obits](http://www.presstelegram.com/obits). ☆

### SEA FEVER

(John Masefield)

*I must go down to the sea again, to the lonely sea and the sky,  
And all I ask is a tall ship and a star to steer her by,  
And the wheel's kick and the wind's song and the white sails  
shaking, And a gray mist on the sea's face and a gray dawn  
breaking.*

*I must go down to the sea again, for the call of the running tide  
Is a wild call and a clear call that may not be denied,  
And all I ask is a windy day with the white clouds flying, And  
the flung spray and blown spume and the seagulls crying,  
I must go down to the sea again, to the lonely sea and the sky,  
To the gulls way and the whales way where the winds like a  
whetted knife;*

*And all I ask is a merry yarn from a laughing fellow rover,  
And a quiet sleep and a sweet dream when the long trick's over.*

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

Captain **William H. Mac Faden** #1563-R of Leadville, Col. cross'd early 2104

Captain **Victor Y. Goldberg** #1701-R of Ameila Island, Fla., cross'd in 2013.

## Summer Odds & Ends



by Father  
Sinclair Oubre  
CAMM Chaplain  
#3220-A

### *I begin this column with a big thank you to CAMM for allowing me to be part of the annual Professional*

Development Conference and business meeting. This was my first visit to Mystic, Connecticut, and it was everything I had read in *rum. NOT!* However, proving the adage “You can’t judge a book by its cover,” I was truly impressed by the book. I learned a great deal about the role that mariners played as national assets, impressment, the connection between the abolition movement and the foundation of seamen’s churches and Bethel chapels, and the difficult balance between fighting seafarer exploitation and promoting policies of protectionism, and even racism.

about in the pages of *Seaways*, the quarterly publication of the National Maritime Historical Society (NMHS).

In the summer and autumn issues, they covered the restoration of the whaler *CHARLES W. MORGAN*. Shortly before we arrived at Mystic, this beautifully restored vessel had sailed from Mystic to New London, and the day after our annual meeting, she set off for her first voyage in many years. As a merchant mariner, I was thrilled to be in a community that took its maritime heritage so seriously, and put a lot of their money and energy in preserving and promoting that heritage. For more information on the NMHS see: <http://www.seahistory.org>, and on the voyage of the *CHARLES W. MORGAN* see: <http://www.mysticseaport.org/38thvoyage>.

I also just finished reading Leon Fink’s 2011 book, *Sweatshops at Sea: Merchant Seamen in the World’s First Globalized Industry, from 1812 to the Present*. The name of the book originally put me off. I thought to myself, “Another book about ‘downtrodden mariners,’ who can’t take care of themselves written by a land-lubber. Yea, that’s why I go to sea, to eat rotten food, drink fouled water, and receive my daily lashings and ration of

rum. NOT!” However, proving the adage “You can’t judge a book by its cover,” I was truly impressed by the book. I learned a great deal about the role that mariners played as national assets, impressment, the connection between the abolition movement and the foundation of seamen’s churches and Bethel chapels, and the difficult balance between fighting seafarer exploitation and promoting policies of protectionism, and even racism.

There are a couple of important dates that I would like to bring to your attention. First, the Christian seafarers’ welfare community will be promoting Sea Sunday on the second Sunday in July. Since the 1920’s, the Apostleship of the Sea (Catholic), the Missions to Seafarers/Seamen’s Church Institute (Anglican/Episcopalian), the Sailor’s Society (English-speaking Protestant), and others have called on parishes and churches all over the world to remember seafarers and pray for them, their families and those who support them. You can find out more about Sea Sunday, and download materials at: <http://www.seasunday.org>.

The second date is World Maritime Day. This date is sponsored by the International Maritime Organization, and invites all those in the maritime industry to reflect on a particular theme, so as to promote the maritime industry in the world’s consciousness. This year’s theme is Conventions: Effective Implementation. The IMO states that their goal this year is to draw the world’s governments attention to not only the importance of ratifying the different maritime conventions, but also imple-

menting and enforcing these conventions.

The main observance will take place in London on Thursday, September 25, 2014. There will also be a parallel event in Morocco around October. You can get more information, and the related documents from the IMO’s web site: <http://www.imo.org/About/Events/WorldMaritimeDay/WMD2014>.

Finally, all these maritime activities rekindled my desire to return to sea. On June 19, 2014, the Seafarers’ Union shipped me out to Lake Charles, to work on the Crowley tug *M/V OCEAN SKY*. We made a quick trip over to Texas City to shift a barge over to Orange, Texas. Then we sailed back to Lake Charles. For the last few days, it has been deck maintenance, and all the wonderful things that mean. I had forgotten how hot it is on a steel deck in July!

I will be here until Sea Sunday. Maybe we can do something special with the fleet? ☆

### **Apostleship of the Sea - United States of America**

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



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

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[www.aos-usa.org](http://www.aos-usa.org)

## CAMM participates at the Maritime Industry Congressional Sail-In

National President Captain R.J. Klein and 1<sup>st</sup> Vice-President Captain Joe Hartnett participated in the 4<sup>th</sup> annual Sail-In in Washington, D.C. on May 7<sup>th</sup>. It was a day when the U.S. maritime industry spoke to Congress with one voice on four major issues of concern. The event was organized by the U.S. Maritime Coalition, with over 125 maritime industry personnel in attendance with all areas of the industry represented. They were divided into 24 groups and the groups had 170 meetings with members of both houses of Congress.

Each team addressed the following four issues in their meetings with Congress:

1. Full funding for the Maritime Security Program, which is needed to insure that there are trained mariners ready to man merchant ships during a national crisis or military operation outside the U.S.

2. Maintain the Food for Peace program (PL 480) and restore U.S. flag ship's share of carrying the program's cargo to 75%.

3. Continued support of the Jones

Act, which is necessary to insure that domestic shipping is carried on U.S. flag ships which are built in the United States, owned by Americans and have American crews.

4. The reauthorization of the Export-Import Bank of the United States is needed to help finance export of goods manufactured and/or produced in America.

Captain Klein met with the following Congress members or their staff: Rep. Adam Smith, D-Wash., 9<sup>th</sup> District; Rep. Eric Swalwell, D-Calif. 15<sup>th</sup> District; Rep. Loretta Sanchez, D-Calif., 46<sup>th</sup> District; Rep. Jared Huffman, D-Calif., 46<sup>th</sup> District; Rep. Dina Titus, D-Nev., 1<sup>st</sup> District; Rep. Janice Hahn, D-Calif., 44<sup>th</sup> District; Rep. Alan Lowenthal, D-Calif., 47<sup>th</sup> District; and Rep. Julia Brownley D-Calif., 26<sup>th</sup> District.

Captain Hartnett met with Rep. John

Delaney, D-Md., 6<sup>th</sup> District; Rep. Ruppertsburger, D-Md., 2nd District; Rep. Donna Edwards, D-Md., 4<sup>th</sup> District; and Rep. Dan Maffei, D-N.Y., 24<sup>th</sup> District.

All of these programs are vital to the continued existence of the U.S. Merchant Marine. Additionally, these programs support thousands of jobs throughout the maritime industry and help create or maintain American jobs in manufacturing and agriculture. ☆



Left to right: Steve Wines, MIRAI; Ku'uhaku Park, Matson; Gunnar Lundeberg, SUP; Representative Janice Hahn (D-California); Captain Dave Boatner, MM&P; Anthony Poplawski, MFOW and Captain R.J. Klein, Council of American Master Mariners.



CAMM members can now manage and update their personal information, such as address changes, email changes, *Sidelights* mail and email options, pay dues, purchase raffle tickets, and more. Look for the "member login" link on the left navigation panel.

To get started, all you need is your CAMM member number! Members with an email currently on file with CAMM already have access. Simply

## CAMM Member login goes live!

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

enter your member number, and click on the "forgot password" link. This will send a verification email to your email address in CAMM's file, with instructions for setting up a password.

If your email is not current in our database, please contact CAMM Secretary Captain Manny Aschemeyer ([captmanny@mastermariner.org](mailto:captmanny@mastermariner.org)) so he can update it for you.

To make a payment, click on "Pay Dues Online" on the left navigation column, and a new screen will open up for entering credit card information. ☆



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The Council of American Master Mariners, Inc.

# Annual General Meeting Professional Development Conference

Mystic, Connecticut, USA  
June 11-13

## “The Challenges of Educating and Training the Modern Maritime Officer”

### Professional Development Conference

Representatives from five maritime academies discussed the challenges they face both administratively and in the classroom.

Afternoon presentations covered leadership, training, recruitment and maritime high schools.

The presenters were thorough and more in-depth than Sidelights has space to print.

### CAMM Business Meeting

President R.J. Klein gave his State of CAMM speech, as well as reports from the usual business, including positions updates.

### Closing Dinner

Keynote Speech by Captain John Dickie, IFSMA Secretary-General and the 2015 Lalonde Spirit of the Seas Award is awarded.

### Thank You Sponsors!



Sea-Jay Maritime Consulting  
MarinerBear Consulting  
Captain George Sandberg  
Captain Knute Show  
Captain Frank Zabrocky



Captain Tom Bradley, Captain R.J. Klein, and Ms. June Milliard greet attendees as they arrive.



Mustering for the SABINO Cruise up the Mystic River.



Captain Ed Higgins, Ms. Lyn Mc Clelland, Captain John Dickie (IFSMA)



Captains Wayne Farthing, Dave Boatner, and Don Marcus



Michael & Mrs. Murphy, John Dickie, Christian Spain, David Dwyer, Will Watson, Jay Frank, Jackie Moore, Joseph Ryan, Don Moore, Sinclair Oubre.

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## **“The Challenges of Educating and Training the Modern Maritime Officer”**



**Captain Frank Zabrocky**  
Panel Moderator,  
CAMM North Atlantic VP

Captain Frank Zabrocky served as moderator for this panel representing five of the seven State maritime academies. Captain Zabrocky asked for background about their schools, before hitting into the challenges of education and training the modern maritime officer.



**Captain Timothy Leach**  
Career Services and Cooperative Education

Maine Maritime is the only stand-alone State school that is not tied to the State system. They have their own Board of Trustees and lobbyists at the State level which works as an advantage; they can move quickly to adapt new accreditation, regulations and requirements from bodies like STCW, USCG, IMO, etc. The school has grown from 400 to 1000 students over the past 30 years, after nearly closing in the early 1980s. The academy has a fleet of 40-60 vessels, which is costly to maintain. The school relies on fundraising and industry to support costs, and have successfully co-oped with approximately 50 companies to provide practical skills and knowledge via class presentations throughout the year. True student marketing comes from the student body, referring friends, and most entrants are hard-working, blue collar kids from Maine.



**Dr. Nael Aly**  
Academic Dean

Cal Maritime is part of the California State University system and is the smallest of 23 campuses with 1050 students in a system of 450,000 students. Admissions for CMA's three undergrad degrees follow the state system, and because license and engineering programs are impacted to 90 new entrants per year, it allows them to choose applicants with a background or hobby in maritime. CMA has the 2nd highest SAT scores in the state system, and at graduation, boasts a 94% placement rate with students receiving the highest average salary than any other Cal State campus. Hence, CMA is treated well by the State system, plus, they “have a ship.”



**Captain Ernest Fink**  
Dean of Maritime Education & Training

Opened in 1874, SUNY Maritime College is the oldest and largest maritime academy in the country. It is part of the State University of New York system with 1700 students. Like Cal Maritime, they are turning students away and have also raised admission standards leading to better students, and better retention and graduation placement rates. They've recently seen an increase in the number of female students. They struggle with capacity and too many students on board the *TS EMPIRE STATE 6*, which also takes students from other academies.



**Lt. Earl Mayhofer**  
Assistant Director Academic Affairs

Opened in 1891, Mass Maritime now offers six undergrad degrees in the maritime industry; licensed officers takes the lead as outlined in their mission statement. The other degrees support all the needs to operate large ships and small boats. Like the other maritime academies, admissions standards have risen and attrition rates lowered. The cost of tuition at Mass can appear low, but all the add-ons add up quickly.



**Captain James Coonrod**  
Lecturer

TAMUG is part of the State system and being part of a larger bureaucracy can be a hassle. Texan colleges are subsidized by State-owned oil fields leased to private operators, and put into a permanent endowment, making TAMUG the least expensive maritime academy. A large majority of their students are older, typically in their late 20s returning to school after completing degrees in other fields. They tend to be hard-working and raise the bar of standards.



## Panelists from five maritime training university tackle the issues they face at their schools.

*What are the challenges of combining requirements for an academic bachelor's degree with practical nautical skills, and how are those practical nautical skills, such as tying knots, translated to credits?*

One of the largest struggles the academies are encountering is pressure from the State systems to lower their credits required for graduation to 120 to be inline with the rest of the University degrees. Universities impose a set number of general education credits, and once you add those on to STCW, USCG, etc. requirements for accreditation, it translates to 183 credits at Cal Maritime and 164 credits at SUNY for a deck officer. Cutting to 120 credits means either not meeting University requirements, or losing STCW and USCG accreditation, and worse, students not passing license exams or being sent out into the work force with an incomplete education. Add to that a push for the academies to offer a 3-year degree program! Captain Fink pointed out the reason for 120 credits is for a seamless transfer from students coming into the State University system with a 2-year Associates degree. The administrators are frustrated, looking hard for solutions, and requesting exemptions. The maritime academies are unique in that they are both a vocational school and offer a University degree. Maine, not being tied to the State system has more flexibility, however Captain Leach noted the need for general education classes when it comes to writing skills to put out resumes.

Many of STCW and USCG requirements, such as coldwater survival, fatigue training, lifeboat qualifications, basic firefighting, basic medical care, vessel security, knot tying, etc. are offered for "ghost" zero credits, yet are prerequisites for upper level classes and part of STCW and USCG accreditation. These classes are typically offered evenings or on

Saturdays. Because of the huge amount of topics they have to cover, classes at most schools are now running from 8 am – 10 pm, and at Maine, a break in the afternoon for athletics.

Though the universities have incorporated many of the new 2010 STCW requirements into existing classes, Lt. Fink, and the rest of the panel agreed, fear faculty are now forced to rush through much of the material on the checklist and students are not getting in-depth instruction and complete understanding of some of the material.

*Simulators today are computerized, with sophisticated instruments similar to those on a modern ship bridge, how do you impart to students the necessity to look out the window once in a while; the practical, physical environment you're operating in?*

Schools love simulators because it speeds up time and the training process. This generation picks up the technology very quickly and can train on rules of the road, scenarios, STCW requirements, and most importantly, teamwork skills now required as part of bridge resource management and integrated navigation systems. Schools such as SUNY offer a number of varying simulator courses for very specific systems, while Mass Maritime uses a team approach for integration, since one person can't do it all. Maine Maritime considers simulators part 2 of their 3-part training process starting with classroom theory, simulator, then on the water.

Captain Coonrod embraces technology as a simulator instructor. The ship's computer can calculate faster than he can, and a few minutes can make a big difference. The ECDIS display enhances situational awareness with a 5-second glance, which is great, but it's not 100%. He often turns part of it off to force students to "look out the window."

Captain Leach pointed out they can force situations they can't necessarily put cadets into on the bay in a training vessel. Lt. Mayhofer utilizes the "instant replay" feature, where they can stop, go back and see what went right or wrong, what could have been done, what they had time to do, and discuss why. He emphasizes to students to speak up on anything, so that decisions can be made. Captain Fink wonders if they're teaching it in the same way that companies use the technology aboard their ships.

Captain Fink pointed out the airline industry does nearly all its training by simulation, and operating training vessels is costly. All academies get 30 days sea time credit for bridge simulator courses. Training ships are often old and require a lot of upkeep. SUNY's *EMPIRE STATE 6* is the oldest, steam propelled, and will not meet compliance in 2019. MarAd "may" provide a training ship, but the burden falls upon the state. The best case scenario are purpose-built training ships, which are being proposed to Congressional members, but if they can't come up with funds to buy or convert a ship for modern training, will the USCG allow additional simulator time for credit? And what is the ratio of hours in a simulator vs. hours of seetime?

Lt. Mayhofer pointed out that years ago, they would shut nav systems down and make student utilize other methods, but the schools don't even do that anymore.

Captain Leach pointed out that it's very humbling getting out on the water for students. Even those with the best simulator scores get pinned against the dock (due to wind, tide and current) and can't get underway. There's also a lot of "unwritten" little things you learn on the deck you can't learn in a classroom, but can make a difference in getting underway. ☆

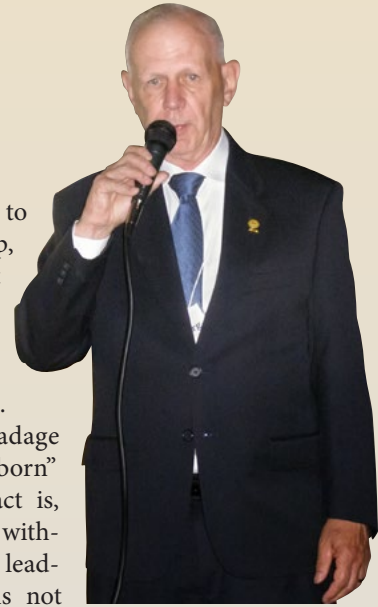


# At the **Professional Development**

## MASTERS AS LEADERS IN TODAY'S ENVIRONMENT

CAPTAIN GEORGE SANDBERG #1919-R

Professor Emeritus, U.S. Merchant Marine Academy at Kings Point



Captain Sandberg noted he's standing in a room full of leaders, who he has been asked to give this presentation about leadership to. Captain Sandberg last sailed as Master in 1990, and has been teaching at Kings Point up until a few years ago.

An IMO model course gives the definition of leadership as "Leadership is a process whereby an individual influences a group of individuals to achieve a common goal. The process is carried out by applying their leadership knowledge and skills." This leads us to define knowledge and skill.

"Knowledge is information that can be used to change something or somebody either by becoming grounds for actions, or by making an individual capable of different or more effective action. "Skill is used to denote expertise developed in the course of training and experience."

Captain Sandberg noted skill cannot be learned from a book nor explained in words; skill can only be demonstrated. One can read a book about how to dock a ship, tell how to dock a ship, but Captain Sandberg won't know if one has the skill to dock a ship until one SHOWS him he can do it. Skill is developed by practice, apprenticeships (cadetship) and experience. Captain Sandberg developed his own equation: "Competence = (Knowledge + Skill) x Attitude." Cadets first learn followship and work their way up to leadership.

There are several leadership characteristics that a good Master must have, and everyone has their own opinion as to what those attributes are. Captain Sandberg started with some from fellow C.A.M.M. member Captain Peter Booth's articles in *Sidelights* (Feb. 2010, April 2010 and June 2012): good standing orders – "this is how I want my ship run", is always available, atmosphere of safety, demands excellence, mindful of human weaknesses, and knows his ship. He browsed online forum posts where mari-

ners posted their thoughts on what made a good leader. One in particular stood out to Captain Sandberg: "understand that his crew are his/her ultimate tool for success." Sandberg explained many leaders forget it is the people working for them that make their success. They have to be willing to accept praise for what was done by their people, and along with that, be willing to accept criticism for things they had no control over that were done by the people under them. It's a two-way street. Another item that really stuck out in Captain Sandberg's mind was to "have a problem-solving mindset." What bothers Captain Sandberg about technology right now is that the computers are doing a lot of problem solving for people. It worries him that people may be losing skill (remember skill?) if they're over-relying on the ship's computer.

Captain Sandberg listed several more attributes such as open to advice, integrity, consistency, confidence, empathy, adapt quickly to changing situations, and the list goes on... There are also many different leadership styles, and a good leaders must be able to switch between leadership styles when dealing with different people and situations.

Captain Sandberg pondered, "Is a shipmaster a leader or a manager? Or both?" He explained managers control, appoint, write directives, give orders, and emphasizes procedures to do the job right. Good leaders use personal power, vision, persuasion, strive to gain trust, are confident and depend on personal style to do the job right. Warren Bennis (Professor, Harvard) summed it up in 1985, "Managers do things right. Leaders do the right thing."

Leadership aboard ships has changed over the past 30 years. Driving forces are technological changes, regulatory changes, reduced crew and role changes, and an increasing role of shore-side management. Shore side management

is attempting to run the ship, but they can't exercise the leadership needed to run a ship well.

The old adage "leaders are born" is a myth. Fact is, natural talent without acquired leadership skills is not enough for sustained leadership success, Bennis warns. We learn leadership through formal education, observation, experience, simulations, and Captain Sandberg believes this is where mentoring becomes invaluable. "We, as C.A.M.M. members... must be mentors for the younger generations. We have to set the example, help them, show them the right way." Mentoring has decreased over the years; he's seen the results in cadets when they come back from sea time. He wonders if it's attitude, or more likely, less time available due to increased paperwork, regulations, and reduced crew.

In the 1980s, maritime accident investigations moved from a single point cause approach and began to look at error chains. Hence, Bridge Resource Management (BRM) evolved, often referred to as human factors. Most BRM classes focus on situational awareness, error trapping and communications. Sandberg has taught BRM courses, and he's seen only one book that includes a section on leadership, *Bridge Resource Management for Small Ships* by Daniel Parrott of Maine Maritime Academy. "He gets it." Leadership needs to be taught as part of BRM.

BRM and HELM (Human Element Leadership Management) are offered as part of continuing education courses to meet various STCW and USCG regulations, in simulations, practical exercises, and training programs. ☆





## INTERNATIONAL PERSPECTIVE ON OFFICER TRAINING

### CAPTAIN JOHN DICKIE

Secretary-General, International Federation of Shipmasters Association (IFSMA)

Captain John Dickie came to the conference with a presentation in hand, however, after hearing the panel, he felt his original presentation was irrelevant, so spoke off the cuff about his experiences in education. He taught for nine years at Glasgow College of Nautical Studies, works as an academic advisor for Lloyd's of London, and as a mentor.

Captain Dickie acknowledged maritime colleges the world over have the same challenges. In the morning panel discussion, the representatives briefly talked about difficulty in recruiting, funding for and retaining faculty. Faculty must have a Master's license, degrees, certifications, and experience. And if they're lucky, they get paid the same was as an active Able-Bodied seaman. People don't go into maritime education to make money; they do it because they see its importance.

Some countries have taken the same approach as the rest of the University – large 200+ auditorium lecture– no interaction, don't ask questions, go and get started. That's fine if you're driving a desk, but ship is quite a bit different. That model is front-loaded. What do you do when you have a cadet who sits his last written exam in maritime law and only has to get 50% to pass? That means every 2nd decision he makes will be wrong? And we're making him a Captain?

What Captain Dickie is looking at in education is experience. It is experience that counts. "The seas are unforgiving. I've seen some terrible ships." He feels after accumulation of four years sea time, a person should have their Master's License – 12 months as cadet, 18 months as 2nd /3rd mate, 18 months as Chief mate, then sit for Masters.

Captain Dickie told a recollection from when he was working as a Superintendent. He spent half his time running from ship to ship at the port, trying to get loading/offloading started, because no one had taught the officers about commercial operations.

This is where mentoring comes in. Captain Dickie believes it is the future. He explained the wonderful, global mentoring system the Honorable Company of Master Mariners have put together in 80 countries. Masters take cadets on a one-to-one basis and help them progress their career.

Captain Dickie doesn't see much sense in bringing senior officers back for an hour of STCW Bridge Management simulation training. He proposed simulator courses are built so cadets (and officers) are sleeping in the simulator. Hit them hard, keep them under pressure, wear them out, then wake them up at 2 am so they can run to the bridge to deal with yet another situation. And no two exercises are the same. Simulators are so expensive that instructors need to maximize what they're getting out of them, not just let them run. Simulators should be used not just for bridge management, but also cargo operations, cranes, semi-submersibles, etc. Captain Dickie helped build a simulator course that ran 4-5 days (0800-1830), for ship-to-ship tanker transfers, where everything that could go wrong did, and then some things they've never heard of.

Another change he's noticed in ship culture is officers are given responsibility, but not the acknowledgment of their own power to make decisions and self-discipline. If an officer has to discipline someone, they shouldn't be there.

As instructors, we're teaching students to pass exams, not necessarily an understanding of the material, so they can move on to the next course. They don't have time, and if they don't do all the paperwork, then funding will be

reduced.

Captain Dickie was pleased to hear that numbers are increasing in American training academies, as well as high placement rates. He's noticed many ship-owners are now looking for American trained seafarers because it's worth the time and cost. They may be paying more for labor, but are getting a more reliable workforce. Poorly managed ships have phenomenal costs related to drydock repairs and failed inspections.

Captain Dickie feels we need to revisit how we apply STCW. We train too hard in America and elsewhere for academic qualification (degree) and license to sail. We need to decide: Are we training people for a long term career at sea to move into other branches of the maritime industry, OR do we give them the academic qualifications that can take them ashore into the maritime industry or elsewhere to employment? But, we need people to sail ships. And shipping needs high-caliber people. Need to get balance of practical realities of having the expertise of the simulators, electronics, against looking out the window. Often, during accident investigations, people in the bridge rely on electronics more than looking out the window.

Captain Dickie, who is also an Academic Course Director for Lloyd's Maritime Academy, offered assistance and advice to the administrators from the morning panel – "you'll often get told administration is most important, but it's not. It's having the course material that works for this generation... You have to make an investment first, and that is in the faculty that you have and their mentoring capability." Captain Dickie agrees with Captain Sandberg; mentoring is most important. "You have to believe in it and make yourself available. It's time consuming, but we are helping the next generation learn the things that are not written down anywhere that we knew, from when we operated ships." ☆



## MARITIME LABOR RECRUITMENT AND MARITIME HIGH SCHOOLS

FATHER SINCLAIR OUBRE #3220-A

CAMM Chaplain; President, Apostleship of the Seas USA

In the 1930s-50s, Father Oubre's hometown of Port Arthur, Texas, was a major labor-supplying city in U.S. and home to many fleets. Port Arthur, however, saw the maritime industry as something to sell to rather than support. As a community, Port Arthur did not value their maritime heritage, and as a result, many fleets shifted offices and ports away over the past few decades. He noted when he took his first seafaring job in 1978, all he had to do was be alive. Now there is so much training that is required before cadets are even allowed on vessels, that it is harder to bring in people. In an industry facing a major mariner shortage, there is a reluctance with people, though the job is high-paying, to enter. They want evenings and weekends off and to be close to home. Deterrents such as possible criminalization, lack of shore leave, and decreased crew sizes don't help.

It used to be that seafarers were recruited from tier 1 (largest) cities, and even tier 2 cities (one million), but now tier 3 cities (population 100,000) are proving the best results. They can bring in the top students from those high schools. In the larger cities, they can still recruit top students in minority or impoverished neighborhoods. Father Oubre sees more black, Hispanic and female recruits.

Recruiting in high school is almost too late. Most students are already deciding colleges in their sophomore or junior year. Father Oubre feels the discussion on the importance of the maritime industry to the community, the economy, and the service it provides to the general public's quality of life must be introduced at the

junior high level. Mariners who are in the field today need to understand their own importance as well.

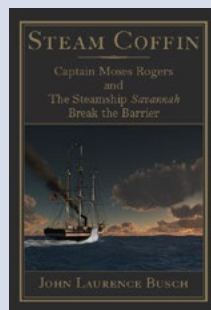
One gap the Father sees are academies and recruitment for the ratings and small license officers – the “other half” of the crew needed to run the ship, and somehow that has to be worked in. There currently is no federal structure to pay for ratings or give loans for small license officers. Ratings are now mostly done through unions – three months at training; three months on a vessel working one month each in three departments; then three months training in the department they chose to focus on. That may supply entry-level personnel for seafarers unions, but when looking at towing, there's not an organized process and what is, is company-based.

There are presently 72 Maritime High schools in the U.S., not to be confused with Marine High schools, which focus on other aspects of the sea such as fishing, biology, environmental studies, etc... The U.S. Maritime Administration produced a high school and community college maritime curriculum. Maritime

high schools in Toledo, Ohio, Baltimore, Philadelphia, and others are using maritime skills training to help elevate inner city kids out of difficult situations. Training is structured to describe careers available along with basic skills. Navigation is used to teach math and literature classes read books about maritime adventures such as *Moby Dick* and Jack London novels.

The Houston Independent School District has partnered with the Port of Houston and Houston Pilots' Association to produce a dual program curriculum where students learn maritime components alongside normal studies. They partake upon field trips and site experiences, utilize guest speakers, offer intern opportunities; all working to feed these students into the maritime academies and related fields.

Port Arthur holds “Camp Seaport,” a summer program for 11-15 high school freshmen and sophomores to introduce them to the maritime heritage of Port Arthur, USCG involvement, meet pilots, tour the waterway, and finally, take them to TAMUG to see the simulator. ☆



## STEAM COFFIN

JOHN LAURENCE BUSCH

Historian, Author

John Laurence Busch, historian, spent many years researching what may be the most important event

in world and modern high tech history; the first steamships ever built and the first crossing of the Atlantic under [partial] steam power. The first successful steam boat in 1807 proved humans could “artificially alter time and space to practical effect” which is the foundation of modern high tech-

nology. His book, *Steam Coffin*, goes much more in-depth than his captivating presentation explaining how events and innovation lead to the first steamships and how modern technology relates back to this innovation.

Mr. Busch re-calibrated our minds back to what like was like in the early 1800s of the U.S.; similarities and differences in cost efficiencies, how money was handled, and the newly established U.S., with only 20 states, saw the west as Ohio and Indiana. In the 1800s, the world was ocean/sea



## SEAFARER'S RIGHTS

FATHER SINCLAIR OUBRE #3220-A

CAMM Chaplain; President, Apostleship of the Seas USA

Father Oubre hoped things would improve with the USCG Authorization Act of 2010. Section 8.11 appears to be simple English, however many chemical facilities can't understand the definition of "free" and "timely," which is now caught up in the regulatory rule-making process to define those terms. Some of the facilities, Chevron in particular, are requiring a \$1 million liability insurance policies for drivers to enter, which is prohibitive for most services, especially non-profits. While the facility is not flat-out denying access, they've made access nearly impossible. This means not only that he can't drive in to take seafarers into town, but also that he can't even visit ships, as allowed by law! Their internal security will not provide transportation between ship and gate, either.

New facilities are being built in the Port Arthur area as railroads are bringing in crude oil. Father Oubre has tried to initiate discussions for shore leave access for seafarers, so procedures will be in place once they open, but to no avail. They don't even want to discuss it.

Father Oubre's also noticing many

non-union inland towing companies are denying shore leave, not so much the facilities. Kirby Inland and other non-union companies have policies that don't allow workers off the boat during their 28-day work shifts. This is not a visa issue, since many of the workers are U.S. citizens. Companies say it is to keep sailors from going ashore and getting drunk; however Father Oubre feels that's a simple solution – fire those who do and the others will get the message it's not allowed. He feels it is really a manning issue; with smaller crews aboard, if a situation were to develop, they need to pull someone off rest, and they can't do it if they're off the boat. Father Oubre has brought this up to the USCG, asking them to pull their security plans, because they are not in compliance, but the USCG is good at finding reasons NOT to implement the rule.

Father Oubre went on to talk about some of the seafarer welfare organizations and some of their more recent work. The Mission to Seafarers played a large role in the *SEAMAN GUARD OHIO* incident in India, where the crew, after

six months jail, were released to a hotel awaiting hearings while the Ukrainian Master remained in jail. Will Watson added in that the U.K. government is very involved politically, since six of the crew are U.K. Nationals, and is hoping for the best. [Editor's note: Update: On July 11, 2014, weapons charges were dropped for the crew, though the Master still faces charges of illegal bunkering.]

The International Seafarers' Welfare and Assistance Network (ISWAN) operates and single phone number that seafarers can call, from anywhere in the world, to gain assistance when and where needed. They have a large group of translators, and are associated with seafarer welfare centers around the world.

The Maritime Piracy Humanitarian Response Program works to develop industry standards for supporting piracy victims as well as dealing with post-traumatic stress disorder (PTSD) symptoms. They also support sailors who frequently sail in high-risk areas, a group who are increasingly showing symptoms of job-related PTSD. ☆

centric; economies were based near ports. It was easier and more cost efficient to transport goods via water than over land. While that economy still holds true today, the general public doesn't realize this fact as well as our ancestors did.

People of the time were skeptical and fearful of the very idea of steam boats for river service, let alone steamships, due to several practical challenges.

Early steam riverboats, with paddlewheels, worked for rivers and inland waters, however, the ocean posed more challenges. The first steamships were actually a combined steam and sail ship. Steam was used when in trouble and going against wind and currents, otherwise, took advantage of wind and sails. Mr. Busch showed several slides of different steamship designs, showing how they dealt with stability, sails in relation to smoke stack sparks, added space for fuel and boiler, boiler fires, and dealing with rogue waves. Paddle

wheels posed problems with both strength and drag when not in use, and all these had to be resolved before a successful ocean crossing.

Most ships at the time were built for cargo and retro-fitted for passengers; the *SAVANNAH* was built for passengers. Though they offered passenger service on the first sailing, no passengers went and half the crew backed out of fear due to recent steam boat accidents. The Savannah was nicknamed "Steam Coffin" because if steam boats were having troubles, a steam ship would be a suicide run.

In the years immediately following the first successful steam crossing, the steam boom began. The British realized the Yanks were ahead of him and quickly stepped up their efforts for a steam-powered merchant and naval force. ☆





# At the **Annual General Meeting**

## STATE OF C.A.M.M.

C.A.M.M. National President Captain R.J. Klein



As of June 1<sup>st</sup> we had 706 active members – 465 Regular members, including 57 seagoing masters – 69 Regular-Pilot and 172 Associate and Special members. Captain Dave Williams served as our Secretary/Treasurer the past two years and had things running smoothly. His untimely death amplified the need for a good man at this position. Captain Manfred “Manny” Aschemeyer, our newly elected Secretary/Treasurer will do his best to fill Dave’s billet and I look forward to working with him.

*Sidelights* and the website remain the center piece of C.A.M.M.’s profile in the industry. Captain Tom Bradley continues his excellent job as Editor-in-Chief.

Unfortunately, we have not been able to reach our goal of making these enterprises revenue neutral. I ask all members to help us achieve this goal as Captain Bradley cannot do it alone.

With First Vice President Captain Joe Hartnett in Washington, D.C., we are becoming better known in the industry. Along with Captain Hartnett, I attended the 5<sup>th</sup> Annual Maritime Industry Sail-In on May 7<sup>th</sup> (see report on page 12). This is an excellent forum for our voice to be heard in Washington and I will endeavor to have more members participate next year.

I want to thank the membership for electing me to a second term as presi-

dent. I look forward to working with the Board of Governors (old and new) as we continue to support and strengthen the United States Merchant Marine and the position of the Master per our Mission Statement. ☆

## NATIONAL OFFICERS’ REPORTS

### 1<sup>st</sup> VP Report: Government & Public Relations

*Captain Joe Hartnett, #2193-R*

We’re making progress in D.C. on behalf of C.A.M.M. A few years ago I offered to revitalize the Baltimore / Washington, D.C. chapter with the intent to have a global presence in Washington. One focus this year was to have lunch with MarAd at the National Press Club. I typically see the same faces at most maritime events I attend; this was nice to see different faces there from different aspects of the industry. Captain Paul “Chip” Jaenichen, now officially Maritime Administrator, is very concerned and interested in the community.

I, along with Captain Klein, participated in the Congressional Sail-In; it’s an eye-opener for those who have not participated. We met with representatives and staff in Congress and talked about different aspects of concern, including PL 480 cargo, Jones Act, Import-Export Bank, which is up for renewal this fall,

and the Maritime Security Program.

When you meeting with congressional staff, the first question they ask is, “how does this affect my constituents?” Representatives want to hear from local constituents, so it is important for our C.A.M.M. membership to contact their local congressmen to express their concerns about maritime programs, especially programs in peril. This is how we can be more effective. In D.C., they see the same faces lobbying, but at home, that’s where you get their attention.

MarAd conducted the first National Maritime Symposium with 250 stakeholders to develop a national maritime strategy, because they don’t have a unified approach.

I also participated in National Maritime Day in D.C. and attend as many Propeller Club functions as I can. The Propeller Club typically invites maritime friendly and new congressmen to their luncheons, educate them about our concerns, and how we can align with them to help our industry in D.C.

### 2nd VP Report: Pilot Relations

*Captain Dan Jordan, #2698-R*

Not present. We regret to report Captain Jordan suffered injuries in a recent on-the-job accident and wish him a speedy and full recovery.

### North Atlantic VP Report

*Captain Frank Zabrocky, #1964-R*

I’ll let Captain Sandberg report on the New York Metro Chapter; however, Captain Shashi Kumar, Academic Dean USMMA, presented his paper that will be published in the U.S. Naval Institute *Proceedings*, Annual Review edition (May 2014). at the most recent chapter meeting. He says the U.S. is on it’s way to being the largest crude oil producer in the world; will surpass Saudi Arabia and maintain that level for 15 years. Currently the U.S. produces more crude oil (shale) than they can export or refine, and something’s got to happen, whether it be building U.S. refineries, or exporting crude aboard tankers. This is driving



down energy costs in the U.S., and some manufacturers are moving to the U.S. such as BMW, to save on energy costs. He also talked about a survey given to mariners regarding criminalization, and how many of them had been involved in incidents, and the statistics are high. Captain Kumar also talked about the Panama Canal impasse, and what that may mean to the shipping industry.

### South Atlantic VP Report

*Captain Jerry Benyo, #773-R*

Not present and retiring. CAMM thanks Captain Benyo for his many years of service to CAMM, including serving as our IFSMA representative.

### Gulf VP Report

*Captain Bob Phillips, #1310-L*

Not present and retiring. CAMM thanks Captain Phillips for his many years of service to CAMM, including several years as chair of the Lalonde Spirit of the Seas Award Committee.

### South Pacific VP Report

*Captain Klaus Niem, #2167-R*

Not present.

### North Pacific VP Report

*Captain Carl Johannes, #2147-R*

I spend half my time in Palm Desert and half up in the Northwest. When I'm in Seattle, I help out as much there as I can, and with the golf tournament fundraiser that benefits the Youth Maritime Training Organization.

### Secretary/ Treasurer Pro-Tem

*Captain Manny Aschemeyer, #1548-R*

Captain Don Moore was one of the best secretaries this organization has had and those are big shoes to fill. Captain Boatner and I have had discussions on how to help CAMM grow; improve and reinvent ourselves along the way to become synonymous as a professional organization. When we walk down Capitol Hill, they will know and accept us. I'm going to take a look at the organizational structure, and something needs to be done to create a more vibrant and

active student chapter affiliation. I know we have that now, but it doesn't seem to be working. I have some ideas that I will present to the Board of Governors about how we can improve that, which can also modestly improve revenue stream. I have a lot of contacts in terms of sponsorship and advertisements and want to be a strong supporter of Captain Tom in getting *Sidelights* to be self-sufficient through advertisements as well as website. I think we can get them there and keep them there. I compliment Captain Tom on what he's done. When people look at website, it is professional and we want to capitalize on that.

There are 148 members still in dues arrears; we need to get that in. I'm good at nagging, so will be doing that from time to time to get things going. We should have a hundred guys here at this meeting, and we need to work on accomplishing that.

I have a steep learning curve, so please cut me some slack until I get there; and thank you for your confidence.

## CHAPTER REPRESENTATIVES' REPORTS

### New York Metro

*Captain George Sandberg, #1919-R*

*Chapter President*

The New York Metro Chapter has only been in existence now for six months. Back at the Baltimore AGM (2011), Captain Tim Brown encouraged me to step up to the plate. At the time, I was teaching full time, but since I've retired, here I am. CAMM has its roots in New York and needs an active chapter, so I contacted Captain Klein and said I'll give it a try. We had our first interest meeting last January at Fort Schuyler, and 15 people showed up! A month later we held a 2nd meeting, mostly to cover organizational items, developed a set of By-laws and elected officers. Since many faculty members at Kings Point are also CAMM members, we held our 3<sup>rd</sup> meeting on their campus, with 23 in attendance, mostly faculty.

We now have a core 10-15 members,

and that's what were working on. We established a nominal fee of \$20 dues to cover postage, and as of this date, we've only had twelve members officially associate themselves with the chapter. We've contacted everyone in the northeast via email or snail mail, and disappointed in the results. For our next meeting in September, our membership committee is going to make an effort to contact people individually, and generate interest via phone calls. We're in the beginning stage, and I can't do it all myself. We need members to step up to the plate and recruit more people into this organization.

Venues are always a problem. Fort Schuyler is easy; at Kings Point it is difficult to get approval (nine pages of legal docs!), and the Alumni Association sponsored us for insurance reasons. Our September meeting will be at Seaman's Church in New Jersey, who are anxious to have us and will give us a presenta-

tion on what they do. MM&P in New Jersey has also volunteered their facility. Manhattan is fine, but expensive.

I thought getting the Chapter going again was going to be a piece of cake, but it's not the case!

### Baltimore / Washington, D.C.

*Captain Joe Hartnett, #2193-R*

*Chapter President*

The chapter attends and sponsors holes at golf outings to get the name of CAMM around. I now have people calling me asking if CAMM will be attending, will be a sponsor, etc. The Seafarers Center has opened a lot of opportunities where we can volunteer, donate and get the CAMM name out there. I urge all local chapters to contact their seafarers center.

The *EMPIRE STATE 6* visited Baltimore for the first time in many years. CAMM

*Continued on next page >>>*



# At the **Annual General Meeting**

*Chapters>>>Continued from page 21*

members piloted and docked the ship. It's OLD! I don't think they'll get \$200 million for a new ship, but will get a refurbished ship.

We have volunteered at and donate to Maritime Industries Academy in Baltimore. It also gets us face time with Elijah Cummings (D-Md. 7) and Helen Bently. Unfortunately the program is very unorganized at the moment; they've gone through a series of directors lasting only a few months each. The new director is very energetic, once they get more stabilized, our chapter has authorized support to once again volunteer and act as mentors.

## **Port Everglades / Miami Tampa Bay Mobile Bay**

Not represented.

## **New Orleans**

*Captain Ed Higgins, #2872-R  
Chapter President*

CAMM's mission statement refers to supporting the authority of the shipmaster. Captains are under siege these days, and that's what I want to bring to CAMM. A lot of regulations are coming from companies, on top of the international and federal regulations. Companies are serving to make the Master a little more than a puppet. I've heard a lot of complaints from MSC (Military Sealift Command) especially. Let's do what we can to reinforce security of their jobs, and perpetuate primacy and authority of masters. Masters can't do their jobs as paper-pushers. I hope everyone will be hoping to reinforce master. The chapter is trying to revive our meeting attendance, and I'll keep you posted.

## **Houston**

*Captain Michael Mc Cright, #2753-S  
Chapter President*

Recently five representatives from Conoco Phillips gave us a presentation about Jones Act and shuttle tanker operations in the Gulf of Mexico. Due to a

scheduling conflict, one of my TAMUG lab classes attended the CAMM meeting presentation as well, bringing the attendance total to 29.

## **Los Angeles / Long Beach**

*Captain Dave Boatner, #2162-R  
Chapter President*

We have about a dozen dues-paying members, who are getting older. Of the stalwart six members, two are over 90 and another two are over 80. A lot of people don't live in L.A. who ship out of L.A. Many masters in the area are a 2-4 hour drive away.

The chapter has sent me with the message not to dwell on the past, but dwell on future. They have five items they want to push forward, starting with, go back to constitution and re-engage what we're here for. We need new members because they're the shipmasters of today and their problems are not the same problems we had in the past. We need to be an effective organization, or those new captains will not join. In today's world, if you cannot produce added value, no one will join or participate. To do that, we need to educate people. CAMM needs a strategic focus going forward; show we have a professional standing. The L.A. chapter is proud to have hosted the first joint IFSMA-CAMM meeting; we believe in IFSMA. We know we have to participate in IFSMA and IMO to be relevant. Today's captains are very busy, and won't take time out of their busy schedules to participate unless we can show them we're relevant. CAMM participates in the Congressional Sail-In, etc. and a lot of good things, but unless you tell people who are sailing about what CAMM does, they are oblivious. Masters today are hunkered down, trying to command their ship, and trying to follow laws, regulations and a never-ending stream of "crap" from the office. They don't see the big picture – they're trying to make their ship safe and work. We have to explain the fact CAMM does provide a voice. As MM&P VPs, Captain Wayne Farthing and I many times go to regulatory authorities, and they say,

"you're just a union, all you want is jobs." The union badge gets in the way of producing a professional response to a professional problem. This is particularly true in the USCG. CAMM is independent from unions. Yes, MM&P supports CAMM, but we want CAMM to be a vibrant functioning organization. I have more to talk about, but not going to because it's either get relevant, or shut down.

## **San Francisco Bay Area**

*Captain Pat Moloney, #1829-R  
Chapter Vice President*

Like most chapters, we are demographically challenged. We have 72 people on the active roster, but only about 6-8 members at monthly meetings. We did try to baseball meetings around the Bay area. We had a successful meeting at Cal Maritime and are getting good support from them. On the Memorial Cruise aboard the SS *JEREMIAH O-BRIEN*, I cast a wreath on behalf of CAMM, dedicated to shipmasters past and present. Two California Congressmen are big in maritime legislation, Rep. John Garimendi and Duncan Hunter, and I'm going to personally make a point to get more involved. We've had some outreach to CMA, but don't get the active participation we'd like to see from CMA; Captain Harry Bolton has a ship to run and cadets have a full schedule. We have a meeting once a year at their new cafeteria. It's how can we be relevant – the angle I push to cadets is, you may be a cadet now, but on your way up, CAMM can be the people representing you. We're the people who go to bat for you. You've seen what lawyers have done to the industry, but we're the ones who will show up and say wait a minute, prosecutor, you can't find your ass with both hands; we'll show you where it is. They understand that, and is a good recruiting tool.

## **Columbia River**

Not represented.

## Seattle / Pacific Northwest

*Captain Don Moore, #1513-L*

*Chapter Secretary*

The chapter is alive and well with 67 members, ten of which are charter chapter members. We hold monthly meetings which average 15-20 people per meeting, and monthly executive meetings

where most business is done; where we decide what to present to members. We have special meetings such as February/ Valentine's Day meeting when we give credit to women in maritime industry. In October we have our annual Maritime Person of the Year award, and usually get about 60 people at that meeting. Our

secretary sends out a monthly newsletter. We have great success with our golf tournament. The first year, we generated about \$500, and last year, \$9,000 dollars for Youth Maritime Training Association. We continue to grow and keep that activity alive. ☆

## VIEWS & POSITIONS

The committee worked throughout the year to update positions and view from the last meeting. Due to space constraints, we've listed here only the positions that have been amended or added for 2014. All current positions, previous and new, are posted on CAMM's website.

### **POSITION 2004-01 Criminalization of Shipmasters**

OPPOSE the immediate arrest of shipmasters after civil maritime incidents until appropriate criminal investigations are completed and all rights of the master are protected. OPPOSE the detention of shipmasters by any arresting Port State not respecting the warrant and status of the shipmaster.

SUPPORT IFSMA Resolution 1/2004 (AGA 30) calling on IMO, ILO and other regulatory interests to develop guidelines for Port States with regard to the arrest and detention of Masters without trial following maritime casualties. (See IFSMA AGA 30 - Resolution 1/2004 for full statement.)

*Adopted 2004; 2013: Sent to committee for re-wording, Amended 2014.*

### **POSITION 2005-02 Contamination and Safety**

SUPPORT strengthening U.S. law to assure that all U.S. regulatory agencies take decisive action to prevent: 1) contamination of U.S. waters by vessels of all registries, through discharge of oil, contaminated water, sludge, sewage, etc.; and 2) entry into U.S. waters of vessels infested with vermin, having insufficient potable water for the crew, and/or lack-

ing basic safety and sanitation features.

*Adopted 2006; Amended 2013,  
Amended 2014*

### **POSITION 2007-03 Watch Stander's Fatigue and Task-based Manning**

SUPPORT flag state implementation of new IMO requirements under IMO resolution A. 1047, Principles of Minimum Safe Manning, and SOLAS Chapter V/14, Ships' Manning. Also SUPPORT the enforcement thereof.

*Adopted 2007; Amended 2012, 2014.*

### **POSITION 2009-04 International Piracy On the High Seas – Elimination Thereof**

SUPPORT the re-authorization of United Nations Security Council Resolution #2125 (renewed 18 November, 2013 and recalling its previous resolutions) to authorize funding for international action to fight piracy, and to urge the governments of the world to work to defeat piracy wherever it occurs.

*Adopted 2009, Amended 2013, 2014*

*NB: Position 2013-01 deals with an IMO recommendation making the Flag State responsible for a much broader range of Flag State mariner care.*

### **POSITION 2011-03 Requirements for Foreign Crew Aboard U.S. Flag Vessels**

OPPOSE any expansion of the language of CFR 46 USC 8103 (b) (3) to include any vessel other than those specifically cited therein. Furthermore,

require that any non-U.S. citizen employed on a U.S. Flagged vessel be required to meet the same standards of certification, endorsement and security check as a U.S. Seafarer.

Read the CAMM statement submitted to the CFR docket for public comment.

*Adopted 2011, Amended 2013, 2014*

### **POSITION 2012-01 Redundant Navigation Systems**

SUPPORT international effort to require that redundant and independent electronic navigation system(s) be established to back up Global Navigation Satellite System (GNSS) technology.

*Adopted 2012, Amended 2014*

### **POSITION 2013-02 Regulatory Burden on Ship Masters**

SUPPORT the International Maritime Organization efforts to review and reduce the regulatory burden imposed on vessel masters.

*Proposed 2012, Adopted 2013,  
Amended 2014.*

*NOTE: Please visit IMO's website for information on their work on Reducing Administrative Burdens.*

### **POSITION 2013-03 Development of a Polar Code**

SUPPORT the continued development and implementation of a Polar Code by IMO.

*Adopted 2013, Amended 2014*

*Continued on next page >>>*



# At the **Annual General Meeting**

*Positions>>>Cont'd from previous*

## **POSITION 2014-01 U.S. Coast Guard Ownership of Merchant Mariner Credential (MMC) / License**

Continue to OPPOSE Coast Guard position that the agency owns the new Merchant Mariner Credential (MMC)/ License issued to a seaman and that USCG can revoke or recall the document any time without cause as set forth in the Code of Federal Regulations. CAMM contends that the credential is the property of the user, and that it is to be surrendered to the Coast Guard only after due process. CAMM SUPPORTS changing the CFRs to that affect.

*Adopted 2008; Discontinued 2013, returned to VIEW status; reinstated as a Position in 2014.*

*CLARIFICATION: Positions Committee notes that the Original Position was discontinued because the USCG has taken actions indicating that it considers this a moot point. USCG no longer uses the word "license" when referring to the merchant mariner's license. Revived because CAMM members wish to press the issue with Congress. CAMM does not challenge USCG right to revoke the Z card, as long as due process is followed.*

## **POSITION 2014-02 Design Requirement for New Ship Construction**

SUPPORT a design requirement whereby all new ship construction shall include an elevator/lift when the navigation bridge is more than 4 decks or 12 meters, whichever is greater, from the main deck or pilot embarkation point.

*Adopted 2012; Tabled in 2013; Reinstated as a Position in 2014*

## **POSITION 2014-03 Emergency Response Infrastructure for Arctic Shipping**

RECOMMEND that the International Maritime Organization require that infrastructure for emergency response be established by nations bordering the Arctic Shipping routes and that vessels using Arctic passages provide funding for emergency response infrastructure.

*Adopted 2014.*

*COMMENT from Position Committee: Specifics regarding rescue in the Polar Region are under development. CAMM wants to assure that their Position is considered.*

## **POSITION 2014-04 Under-Qualified Officer Promotions**

OPPOSE Coast Guard's proposed regulations which would allow a third or second mate to progress to an unlimited

master's license with only 36 months' service as a third or second mate, removing the requirement of six-months service as Chief Mate on unlimited tonnage vessels. *(Formerly View 03-2013, offered as Officer Promotion Requirements.)*

OPPOSE Coast Guard proposal to allow a third mate with only 12 months' service as an Officer in Charge of Navigational Watch (OICNW) to progress directly to Chief Mate Unlimited Tonnage. *(Formerly View 04-2013, offered as USCG Advancement to Chief Mate Requirements.)*

*Adopted 2014*

## **VIEW 01-2013 U.N. Convention of the Law of the Seas Treaty (UNCLOS)**

OPPOSE U.S. ratification of the Law of the Sea Treaty, which would give important domestic powers to an international authority based in Brussels. Specifically oppose provisions which would result in American ship masters accused of offenses at sea being tried by an international court in Europe, and proceedings conducted without the benefit and protection guaranteed by the Constitution of the United States.

*Adopted as a POSITION in 2004; Tabled in 2014 and returned to Committee for further analysis. Text of UNCLOS may be found at: [http://www.un.org/depts/los/convention\\_agreements/texts/unclos/unclos\\_e.pdf](http://www.un.org/depts/los/convention_agreements/texts/unclos/unclos_e.pdf) ☆*

## **COMMITTEE REPORTS**

### **Sidelights & website**

*Captain Tom Bradley, #1966-L, Chair*

Early this morning we had good suggestions from the floor about what CAMM can do. We have a communications plan, I recommend you get a copy of it, make your comments on it, and get it back to Captain Klein so he can follow up. It incorporates a lot of stuff some of these guys were talking about.

I have made some drastic changes to the website. I kept the format, but one of our problems is working with archaic equipment and trying to run bigger pro-

grams on it. [Website shown on screen.] Click on CAMM events web calendar. Instead of calling me or sending me an email, go onto our website, and everything we do, chapters, presidents, have events calendar with dates they happen. I'm asking you to use it, and look at it. The secretary will keep this up.

The next item we've added is a member login. To get started, click the "forgot password" button, and the computer will send you an email with a password, which you can go in and change. You can also now pay dues online, and

any other payment to CAMM. [Captain Bradley demonstrated the procedure on computer projector.] You can also pay meeting costs, buy raffle tickets, and all on the same transaction – just click "add more items to cart." It's very important that you select the option from the drop down box for proper accounting. You can also make online donations, \$10, \$20, or any amount you want. Once you submit payment, it puts the info into our files, and emails you a receipt.

In the future, will add a meeting registration form and new membership appli-





cation form.

Back to membership administration; only three or four people have the master password to get into the entire membership system, including the secretary. We can assign members to chapters. To check dues status, we can search by year, paid or unpaid. As part of the system, we can enter organizations and congressional contact information to generate *Sidelights* distribution lists. We still use our experts lists.

I've added a new system that each chapter secretary can manage their own chapter roster, and include members who are not also national members.

On the general website, we get paid for the banner ads at the top. Please click on them once in a while. I want to ask each

and every one of you to send me that name of a company/contact, so we can gain more advertising.

There are many links and a lot of information on the site. I don't have time to go over all of them, however, the About Us section lists officers, by-laws, and how we run vote for things on the floor, Board of Governor and committee responsibilities, etc.

There have been several questions about who may be eligible for membership. The form doesn't have space to fit all qualifications in, and it is the membership committee decides who is eligible and at what category. If you are unsure, send the application in. Cadets are usually members through local chapter, and it is up to local chapter to accept.

*Sidelights* has to be self-sufficient to free up funds so we can send representatives to industry meetings. All chapter presidents last week should have received copies of *Sidelights* and Media kits, with information of how to sell ads and *Sidelights*. More are available to anyone who asks.

All CAMM officers and representatives should have CAMM business cards, letterhead, envelopes, and more; please ask. Please, tell us what your needs are so we can help you. ☆

## OLD BUSINESS

All old business had already been brought up in earlier discussions. ☆

## NEW BUSINESS

*Editor's note: New business is summarized, due to space constraints and the back and forth discussion amongst members.*

Captain Klein opened new business with the announcement of his appointment to committee chairs. Most chairs current chairpersons remained in their positions. For a complete list, please see page 2 or CAMM's website.

Captain Bradley proposed that new members pay a dues of \$75 dollars per year. Captain Boatner rose in opposition, that it is unequal treatment when we're trying to recruit new members. Captain Bradley senses opposition in dues increase from current members. Captains Klein and Aschemeyer admitted the need to raise dues across the board in a non-discriminatory manner. They feel dues do not need to increase if *Sidelights* can become revenue neutral, and free up nearly \$30,000 per year.

Captain Zabrocky moved to make Kings Point Dean Captain Shashi Kumar an Honorary CAMM member. Motion passed.

Captain Michael Mc Cright made a point about the increasing bluewater Dynamic Positioning sector of the industry, especially in the Gulf of Mexico, and

the need to support and recruit those Masters. The DP industry is in demand, and the USCG is looking at licensing requirements and CAMM should be involved in the input of those decisions. USCG is looking at increasing from a 3<sup>rd</sup> officers' or 1600-ton Master license to a 3,000 ton master's license. It is also a good opportunity to recruit those Masters into CAMM. CAMM also needs to improve marketing efforts to include brownwater masters into membership. With the proposed AGM in New Orleans next year, this is a good focus.

Captain Klein talked about the Congressional Sail-in and the opportunity for CAMM members to visit their congressmen at home as constituents, leaving a copy of *Sidelights* and a business card. Mr. Will Watson added that Congressmen's senior staff, such as their administrative assistant and legislative assistant are good ears, since they draft a lot of the text. Captain Hartnett proposed setting aside a week, as determined by the BOG, where CAMM members make appointments to visit their local representative and talk to them, educate them about maritime issues and concerns Masters have. It was added that when you do go visit your repre-

sentative's office, you should let Captain Hartnett know, so he can track progress made. As Government Relations VP, he should also be the primary point of contact for further questions, should your representative have any.

Mr. Will Watson talked about efforts underway to provide an anonymous maritime security reporting and sharing portal system for mariners calling ports with conflicting MARSEC levels and other security concerns when calling into foreign ports, or home ports subsequent.

Captain John Belle proposed CAMM be a sponsor at the INSLC 18 Conference, the International Navigation Simulator Lecturers' Conference, at Massachusetts Maritime Academy from Sept. 12-15, 2014. Motion was approved. ☆





# At the *Closing Dinner*

## 2014 LALONDE *SPIRIT OF THE SEAS* CAPTAIN DON MOORE, JR.

*The highest, most prestigious award bestowed upon a CAMM member in good standing, for their embodiment of humanitarianism, professionalism, seamanship, life-time achievement and noteworthy accomplishments, along with contributions to the maritime industry and the 'Spirit of the Seas' in their everyday lives.*

Captain Moore (#1513-L) graduated from the United States Merchant Marine Academy in 1964. He served in all licensed deck officer ratings, becoming Master with American Mail Lines in 1974. He was selected as permanent Master with American President Lines in 1974 where he remained for 27 years until he retired from the sea in 2000 as Senior APL Master. Captain Moore would have been the "Commodore of the APL Fleet" but APL discontinued officially naming their Senior Captain as Commodore after they demise of the APL Passenger Ships.

For 28 years Captain Moore safely navigated his ship(s) around or through typhoons in the Far East and through winter storms in the North Pacific. While the Winter North Atlantic has a reputation for violent storms, the North Pacific easily matches it with the added challenge that a Pacific crossing can be three times the distance of an Atlantic crossing.

Captain Moore had an unblemished record while handling his ship(s) in some of the most congested waters in the world. He navigated and maneuvered his ship(s) through heavy traffic along

the Japanese Coast, including through the western portion of the Inland Sea and Bungo Suido as well as the Tsugaru Straits. The same challenges were present when traveling the Taiwan Straits and at the approaches to Hong Kong.

In the early 1990s Captain Moore worked with Captains Ed Mandin and



*Captain Tim Brown presents the Lalonde Award to Captain Don Moore at the Closing Dinner in Mystic.*

John Murk from APL and a professor from the University of California Berkley to help develop a computer based ships weather routing system. This successful program, known as "Ocean Routes," made it possible for the master

to view up-to-date weather models and chose the best routing for his ship at any given juncture of the voyage. This program was the forerunner to the weather programs being used on the majority of merchant ships today.

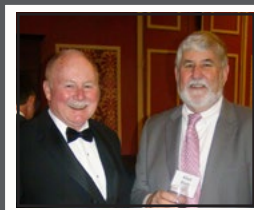
After he retired, Captain Moore became an instructor at the Pacific Maritime Institute from 2001 to 2009 where he taught classes in Morse Code/Flashing Light, Bridge Team Management, Dry Cargo Handling and Radar.

Captain Moore was the driving force in starting the Seattle Pacific Northwest Chapter of CAMM in 1981. He served as the Seagoing President until 1983 when the chapter became well established. Since 2003 he has served as the chapter's Treasurer and on a variety of committees.

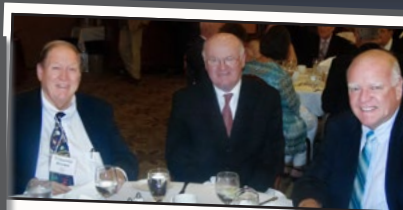
In 2006 Captain Moore was appointed CAMM National Secretary/treasurer Pro-Tem. During that time CAMM began transferring its membership and financial records from paper to a modern computer data base. This was a large undertaking and was successfully completed by 2008, when he was officially elected Secretary/Treasurer and served in that capacity until 2012. He has also served at the national level for CAMM as both First Vice-President and as Second Vice-President. ☆



*Captain R.J. Klein, Sareth Naek, and Father Sincalir Oubre*



*Captains Patrick Johnsen and Alan Bish*



*Captains Tim Brown, Paul Hanley, and David Dwyer*



*CAMM Wives Debora Hartnett, Jackie Moore, Karin Jacobs, Lyn Klein and Linda Bradley*



## KEYNOTE SPEAKER

# CAPTAIN JOHN DICKIE

SECRETARY-GENERAL  
INTERNATIONAL FEDERATION OF SHIPMASTERS ASSOCIATION

closing dinner.

We pressed him into an extended tour of duty by having him speak at the PDC where he showed his true professionalism by changing course and abandoning his prepared remarks, and spoke off the cuff to address the topic of the day (see page 17). The next day, Captain Dickie attended the AGM. He provided updates on current IMO regulations during CAMM's position discussion and gave his insight as to how CAMM might address key issues.

After two long days of meetings Captain Dickie stepped to the lectern at the Closing Dinner and spoke from the heart about personal experiences in his life — sailing as a Master,

working as a superintendent and teaching cadets. He touched on the difficulties of maintaining a home life while sailing as Master.

Captain Dickie discussed timely issues affecting Masters and seafarers in today's world. He noted how mariners in other industrialized nations respected the U.S. for maintaining our cabotage laws and our influence on IMO regulations. He complimented CAMM for supporting many of IFSMA's positions concerning the need for stronger regulations to insure that all mariners are well trained and well rested when assuming their watch. We were reminded that by our affiliation with IFSMA we have a voice at the table when IMO meets. He thanked us for our support and encouraged CAMM to continue its strong support of the Jones Act and to continue representing the master mariner with diligence, purpose, and integrity.

Captain Dickie maintained the attention and respect of all in attendance and CAMM members left the conference motivated and inspired. ☆

## CAMM SLATE OF NATIONAL OFFICERS



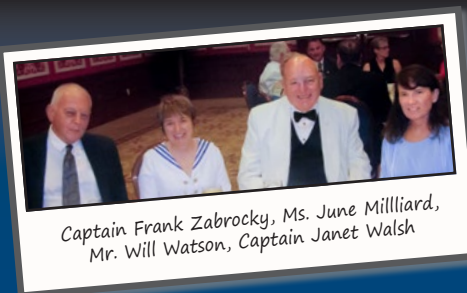
Captains Joe Hartnett, Frank Zabrocky, Manny Aschemeyer, R.J. Klein, Tim Brown, Father Sinclair Oubre, Michael Mc Cright, and Carl Johannes.



Captain Manny Aschemeyer draws a winning raffle ticket.

## Cash Raffle Winners

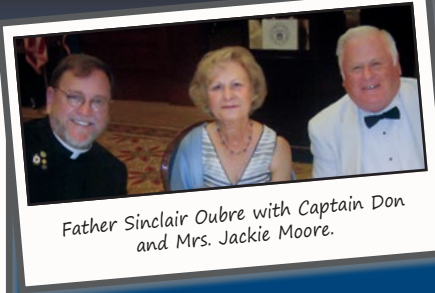
- 1st Prize: \$800** Captain John Corso  
#1681-L Bellevue, Wash.
- 2nd Prize: \$500** Captain Dennis O'Leary  
#3056-R Covington, La.
- 3rd Prize: \$200** Captain Eugene A. Olsen  
#953-R Pine Bush, New York



Captain Frank Zabrocky, Ms. June Milliard, Mr. Will Watson, Captain Janet Walsh



Captain Pat Moloney with Captain Carl Johannes and Karin Jacobs



Father Sinclair Oubre with Captain Don and Mrs. Jackie Moore.



Captain George Sandberg with his wife, Joy.

## Recent NANOOS contributions to maritime operations and boater traffic



by Jan Newton,  
Jonathan Allan, &  
Troy Tanner  
NANOOS

The Northwest Association of Networked Ocean Observing Systems (NANOOS®) serves the Pacific Northwest

able. With this in mind, NANOOS has found success in working with specific user communities, like maritime operators, shellfish growers, and tuna fishers, to make customized versions of NVS providing data of most interest to that community. These applications of the web-based NVS, or web-apps, provide a more efficient experience for the users. In 2013, NANOOS released a web-app targeting the maritime community. The NANOOS Maritime Operations web-app provides easy access to a suite of existing datasets (observations, model overlays, and tools) that are deemed to be of significant importance to the maritime/fishing community. Of these, climate and ocean conditions are the most important needs identified by this community. “The Maritime Community needs real-time data and accurate forecasts of waves, wind, tides and currents...” Captain Dan Jordan, Columbia

River Bar Pilots told us. Thus, NANOOS placed emphasis for the Maritime Operations web-app on serving high resolution WaveWatch III wave forecasts, virtual wave stations spaced 1km apart along the 25m isobath, NDBC and NOS wave and tide gauge stations, CDIP stations, and integration of the Newport, OR, X-band port radar directly into NVS. The latter station provides real-time radar measurements of wave conditions (wave length, frequency and direction) at the mouth of Yaquina Bay and immediately offshore providing ocean users with critical information about conditions adjacent to the estuary mouth. A new X-band radar site has been installed at the mouth of the Columbia River and these data will soon be integrated and disseminated through NVS.

The Maritime Operations app allows users to composite forecast overlays with

United States as part of the U.S. Integrated Ocean Observing System or U.S. IOOS®. The U.S. IOOS delivers the data and information needed to increase understanding of our coastal waters so that decision-makers can take action to improve safety, enhance the economy, and protect the environment. NANOOS is a partnership of over 40 entities, including industry, state agencies, local governments, tribes, non government organizations, and educational institutions. NANOOS data and products reach users who need to make a wide range of decisions about our oceans and estuaries, which includes commercial and recreational mariners.

The backbone of the NANOOS enterprise is the NANOOS Visualization System (NVS) that currently distributes data from a myriad of regional and federal assets. While this portal, a sort of “one-stop-shop,” is appreciated by many, over the years NANOOS has become aware that users can be overwhelmed by the abundance of information avail-

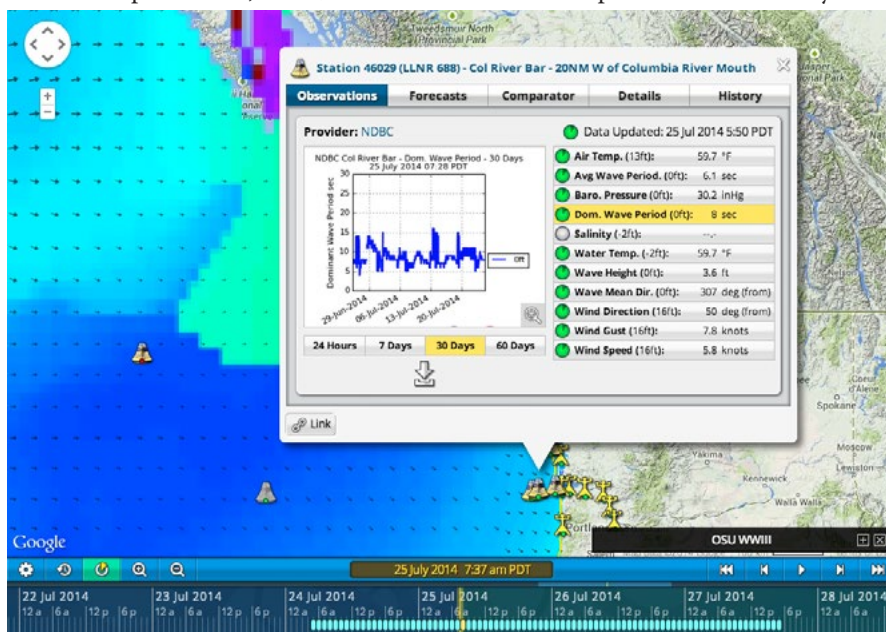


Figure 1. The NANOOS Maritime Operations web application showing dominant wave period as forecast by the OSU Wavewatch III model from 5am July 24 to 5pm July 27 and 30-day observations for the same variable as observed by the NDBC 46029 (Columbia River Bar) buoy.



real-time observations (Figure 1). In this example we are showing dominant wave period as forecast by the OSU Wavewatch III model and 30-day observations for the same variable as observed by the NDBC 46029 (Columbia River Bar) buoy. Users can view different overlay forecast times. Clicking on the Comparator tab provides a direct comparison (not shown) allowing the user to assess performance of the model against the specific platform's location. The app also includes two chart features, which may be interactively selected by the user in order to visualize nearshore and basin-wide bathymetry. This feature, unique to the Maritime Operations web app, includes NOAA RNC charts, which dynamically change as the user pans and zooms, and, CORDC digitized charts that are manually controlled by the user. The latter provides slightly better resolution and detail compared with the former.

In 2014, NANOOS released a new web app targeting the recreational boater community (Figure 2, <http://nvs2.nanoos.org/Boaters>). The NANOOS Boaters web app, designed expressly for

boaters, provides access to two primary types of in situ assets: HF Radar, yielding surface currents, and NOS Tide gauges, yielding tide predictions, along with a suite of forecast overlays (e.g., air temperature, pressure, humidity, waves and winds), and markers depicting the locations of marinas and their address details.

Of particular note is the inclusion of a new tide prediction tool for multiple stations throughout the PNW region; for the purposes of this web app, we use XTide for predicting the hourly tides. Clicking on a particular tide prediction station, activates the timeline and depicts a plot with hourly predicted tide values. As the user navigates the timeline slider, the predicted values are updated automatically in the NVS map window. This last feature is especially powerful enabling the user to query the heights of the tides at any time of the day and for several days into the future. Additional enhancements to the XTide graphical user interface includes symbology that depicts whether the tide is rising or falling, and a change in color of the symbols to highlight those tide predictions

that fall below Mean Lower Low Water (MLLW). Besides the XTide tide predictions, the Boaters app also includes the predicted ebb and flood tidal currents for selected sites along the coast (mostly within Puget Sound and up in the Columbia River where such predictions are available). Finally, the Boaters app also includes the digital nautical charts introduced originally in the Maritime Operations web app in 2013.

NANOOS works with its membership to craft and test these web apps. We thank Captain Dan Jordan (Columbia River Bar Pilots), Captain John Veentjer (Marine Exchange of Puget Sound), and Captain Michael Schoonover (U.S. Coast Guard) who all provided input for the Maritime Ops app, and we thank countless members of many yacht clubs who reviewed the Boaters web app. ☆

*Jan Newton is the NANOOS Executive Director, University of Washington; Jonathan Allan, NANOOS User Products Chair, DOGAMI; and Troy Tanner, NANOOS Portal Application Lead, University of Washington.*

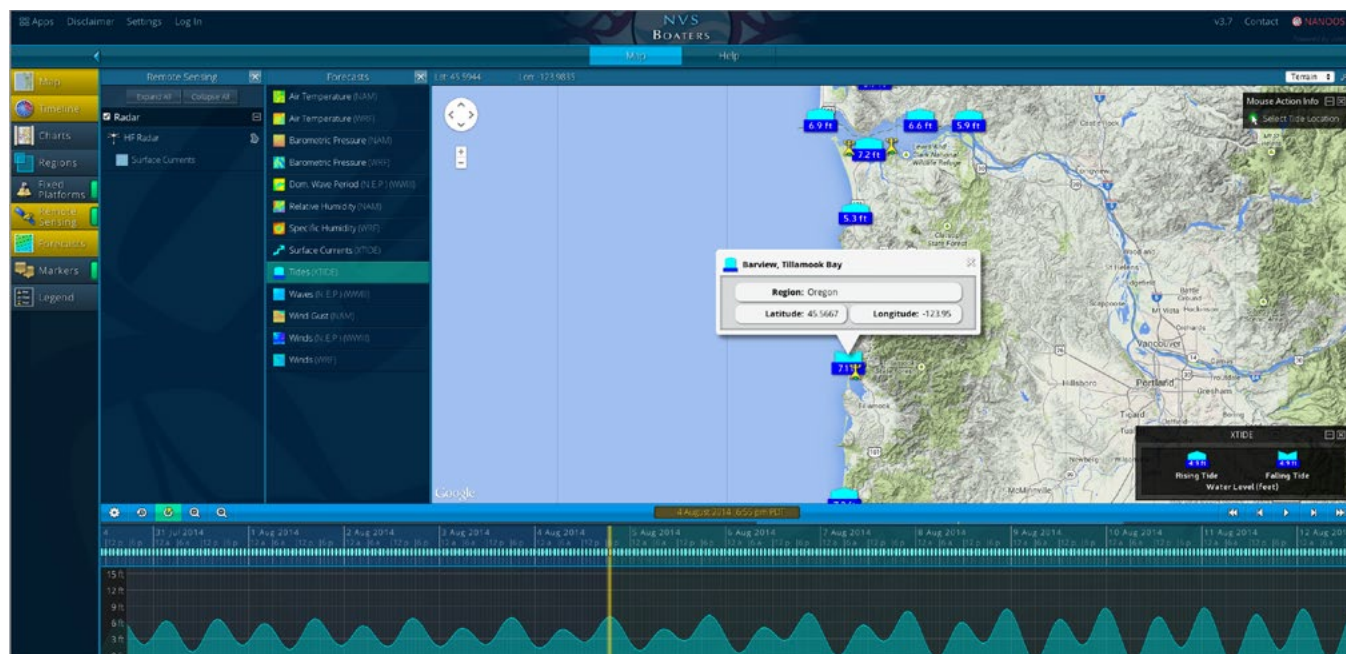


Figure 2. The NANOOS Boaters web application showing the locations of XTide tide prediction stations.

## Vice Admiral Thomas Weschler



by Captain  
R.J. Klein  
#1751-R

### *CAMM's AGM in Mystic, Connecticut, provided a unique opportunity for me to meet with long-time*

C A M M member, Vice Admiral Thomas Weschler, a member since 1966. Admiral Weschler distinction from the United States Naval Academy in 1939 but was not commissioned in the U.S. Navy due to defective vision. He subsequently served for a year as third mate in the U.S. Merchant Marine (Tide Water Associated Oil Company). He told me that his brother, an ophthalmologist, suggest that his eyes just needed some rest as he had spent his last year at Annapolis immersed in books – both for completing his studies and as editor of the year book. His time at sea as third mate provided the needed rest and he received his naval commission in late 1940.

had signed up to attend the AGM, but scheduling conflicts prevented him from doing so. I noted on his registration that he lived in Mystic and in fact was less than a mile from the Hilton Hotel where the meeting was held.

I contacted Admiral Weschler and was able to meet with him prior to the AGM. We talked for about an hour at his residence and what an enlightening and delightful conversation. Afterwards, I looked up more information on Admiral Weschler which filled in some of the details that we did not have time to cover in our conversation.

Asked how he came to join CAMM, he told me that he was sponsored by a Master on one of the ships that called in Danang, Vietnam in 1966. At the time, he was the Commander Naval Support Activity, Danang. He said that he oversaw the installation of the first DeLong Pier in Danang. DeLong Piers are well remembered by anyone who called in Vietnam ports during the Vietnam War. What Admiral Weschler did not tell me was that while in that post he received the Distinguished Service Medal for which he was cited, in part, for his “superb leadership” and “far-sighted planning.”

I also learned that he graduated with

Admiral Weschler told me that after he retired from the navy in 1975 he taught at the Naval War College for thirteen years. During that time he became



PHOTO: COURTESY R.J. KLEIN

*Vice Admiral Thomas Weschler and Captain R.J. Klein meet prior to the AGM in Mystic.*

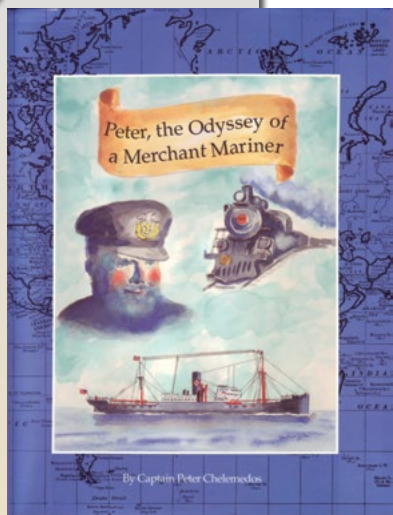
interested in tall ships and ended up as co-chairman of Tall Ships America. From 1976 to 2007 he was instrumental in coordinating seven Tall Ships events in Newport, R.I. From there he persuaded the Newport Tall Ship community that they should have their own tall ship

to use as a training/teaching ship. The result was the SSV *OLIVER HAZARD PERRY*.

According to their website the SSV *OLIVER HAZARD PERRY* is Rhode Island's official state's Educational Sailing Vessel, and an official Tall Ship for Rhode Island. The SSV *OLIVER HAZARD PERRY* will be the largest civilian sail training vessel in the U.S. and has a huge potential to impact the education of many students.

It was probably easy for Admiral Weschler to convince the organization to name this new training ship the *OLIVER HAZARD PERRY*, as Perry was a native son of Newport, R.I. and the hero of the Battle of Lake Erie during the War of 1812. However, Commodore Perry may have had a special place in Admiral Weschler's heart, not only because he (Weschler) was a Navy Admiral he is also a native son of Erie, Pa. As every native of that area knows, the fleet for the Battle of Lake Erie was built in Erie, Pa. and Perry's flagship, *NIAGARA*, is moored to a pier in that city.

I was humbled to meet a 96-year old CAMM member with the energy and drive to take on such a project. Admiral Weschler demonstrates how volunteering to work in an organization that keeps you connected to your roots will keep you relevant. The *PERRY* is expected to be ready this summer and will provide an excellent platform for training and maritime education. It is a worthy undertaking and CAMM members may be interested in participating ([www.ohpri.org](http://www.ohpri.org)). ☆



by Captain  
Peter Chelemedos  
#1671-R

## Peter, the Odyssey of a Merchant Mariner

### Chapter 21: War's End and Homeward Bound August 1945-March 1946

We sailed from Tacloban and up to Batangas Bay, Luzon, where we dropped the anchor. When I returned to the bridge to write up my log and take anchor bearings, the radio reports that Japan had offered to surrender came over the air.

When we heard the report, we glued ourselves to the radio room to get the latest word. Yes, a new bomb had been dropped on Nagasaki and later another one on Hiroshima. What these bombs were we didn't know, but the results changed the future for us far more than we imagined. For one thing, the holds full of bombs we carried would not be needed for an invasion of Japan. But, if they were not needed, what would we do with them?

We lay at anchor there in Batangas Bay waiting for news on a day-to-day basis. August 14, August 21, August 31, and on into September, when we heard MacArthur had accepted the surrender in Tokio Bay. Then we waited another week. Then another. There was a ship anchored outside of us that had some heavy timbers for the Army Engineers to use for building a pier. They discharged them over the side on the incoming tide and let them drift in toward the beach where they were gathered and hauled ashore for construction of the pier. When

they drifted by our ship, some members of the navy gun crew swam out and corraled them, bringing them alongside our ship and tying them with the end of the two-inch rope guys for the jumbo boom to use as a swimming platform.

The first of October brought the tail end of a passing typhoon over the anchorage. To prevent the ship dragging anchor, we started the engines and steamed at slow speed against the anchors. When I told the gun crew to release the timbers tied alongside, instead of untying them from the ropes, they cut the ropes at the rail level. This allowed the timbers to drift aft with about thirty feet of two-inch rope trailing and, of course, it fouled in our turning propeller.

I donned a lifejacket and climbed over the stern on a "Jacob's ladder" and swam in the rough waves trying to cut the line loose from the propeller. My opinions of the actions of the gun crew would not add to this account, but I did have them.

While I was being tossed around by these waves around the propeller, I suddenly had a vision of my baby son calling out to me. A few days later, I received a letter from Kay that Peter Steven had been badly burned on the legs while standing in the bathtub and that the girls from the American Mail Lines office in San Francisco had volunteered to give him blood transfusions.

This didn't help my impatience at the enforced idleness while anchored so far from home awaiting orders.

Since we had left the States with only three months' stores, and were out five by this time, things were scarce around the ship — food, paint and any other

thing you could think of.

I had taken Juno ashore and left her with the army postmaster at Batangas to care for until we were sailing again, and went ashore to visit whenever I could. One day, the postmaster put me in touch with the motor pool and I requisitioned a jeep to drive to Manila to try to get some paint to give my crew something to do to help pass the long days. The army gave me twenty gallons of apple green and twenty gallons of a chocolate "boxcar" red. Since by themselves they would look out of place on a gray ship, I had the bo'sun mix them together in a fifty-five-gallon drum and we used the resulting olive green to paint the ship from water level up to the load water line.

One day while my crew was painting over the side and the gunnery officer was ashore, the gun crew broke out their rifles and entertained themselves by shooting at fish in the waters around the ship. My crew wouldn't work while this was going on for obvious reasons, so I took it upon myself to take the guns from the navy people and locked them in the "slop chest" (the ship's store). When the gunnery officer came a board, he raised hell with me for taking away United States Navy property. He wouldn't listen to an explanation. I gave him back his guns, but asked him to have his crew use more discretion, as I didn't think my crew should be thus endangered.

A few days later, the same thing happened. I did the same thing. That evening I was sitting in my office reading a *Reader's Digest* I had scrounged from

*Continued on next page >>>*

# In the Membership

*Odyssey>>>Cont'd from previous*

somewhere, when the gunnery officer stuck his head in my door and asked, "Where's the mate on watch?"

"Up on the top bridge," I answered.

He left, and a few minutes later returned and said, "The second mate says you have the key to the saloon" (the officers' dining room).

"Yes, it's hanging there just inside the door. As soon as I finish this article I'll join you to see if the steward managed to get anything for the icebox," I said.

He grabbed the key and left. About five minutes later, I finished the article and went down to the saloon. The gunnery officer was sitting over a cup of coffee, eating a slice of bread and reading. I opened the icebox door to find only a can of milk with the top crusted over and a plate of curled-up, dry salami and a small fish in tomato sauce that had been there since day before yesterday.

I shut the door and said, "Aw, nuts!" and went back up to my office to read.

About five minutes later, the plate of salami and fish came sailing across my desk. The gunnery officer said, "There, that's what's in the icebox. Next time you want to come snooping around to see what I am up to, don't bother," and started down the passageway to his room at the other end.

I picked up the fish and, going out into the passageway, threw it back at him, but he had stepped into his room and the plate went sailing out the aft door onto the boat deck. I went out on the boat deck by my office to stand at the rail and cool off a bit.

About ten minutes later, Captain Bieneman came out onto the wing of the bridge above me and said, "Mr. Chelemedos, I have just had a very interesting meeting with the gunnery officer. He told me that if I didn't get the mate taken off of the ship, he was going to take his crew and leave."

"Oh," I said.

"Do you know what I told him?" he asked.

"No, sir."

"I said, 'When you leave, be sure to

take your entire crew with you.'"

The gunnery officer didn't go. We lay there at anchor through October and November, and about the first week in December we finally heard rumors that we would be unloaded. The great day came, and we discharged the cargo of bombs and on December 10 sailed to Manila for orders. When we picked up the anchor, the barnacles on the anchor chain were four to six inches long.

I retrieved Juno and brought her back to the ship with some more cases of "C" and "K" rations. On December 14, we sailed from Manila to Panama. This is a 9,347-mile passage; at just over ten knots, it meant forty more days at sea.

After we cleared Manila and the Luzon Straits, I turned my crew to scraping the rust off the boat deck and giving it a coat of red-lead primer. As soon as they had applied the new coat of red-lead, the gunnery officer decided it was time to have a gunnery drill, since we had been in port for four months and his crew might be getting rusty.

I was at my emergency station on the foredeck when the bo'sun called my attention to the bridge. The gun crew found that, since they hadn't been in their gun tubs for four months, the rust and accumulated soot had plugged up the drain holes and there was six to nine inches of dirty rainwater accumulated. They proceeded to clear the drains and, besides their footprints tracking fresh red-lead up the ladders to the bridge, the sooty water and junk drained down across the freshly painted deck.

We had a rope ladder hanging from the face of the bridge to the main deck for emergency escape route. I think I went up in three steps, for the next thing I knew I was on the wing of the bridge holding the gunnery officer by the necktie and describing my feelings of the moment.

Then the thought struck me that it wouldn't be worth the trouble I would get into if I obeyed my impulses of the moment.

During these forty days of crossing the vast Pacific, we ran short of various



*Home again, before sitting for Master's License, March 1946.*

items of food. Finally, the week before we got in, even the coffee was gone. When we arrived at Panama and got fresh stores aboard, we were in seventh heaven. We even got some Christmas mail addressed to the ship, but found it had been held for more than a year and was for the crew who had been on the ship in October 1944 and had gotten off in New York last March. We forwarded the first-class mail back home, but didn't think the fruitcakes would stand any more time or travel, so we added them to our diets.

I went down to the galley to get some scraps for Juno, and the steward gave me about five pounds of raw ground meat. When I brought it up and put it on Juno's plate, she sniffed at it and gave me a puzzled look. I took a small handful and held it out to her and told her, "It's good, try some." She stuck out a tentative tongue and, after a taste, went to work voraciously on the rest of the plate.

The next night when I came down from the bridge for dinner, she was standing there in the passageway prancing and wagging her tail as if to say, "Let's have some more of that wonderful stuff."

I went down to the galley and asked for a bit more, but the steward said, "I haven't got time. Here, give her this." He gave me a gallon can of army beef stew. When I brought it up to the boat deck



and set out Juno's plate, she came up, her tail wagging wildly and she pranced around in joyous anticipation. When I poured the can on her plate, she came in and took one sniff. Stopped. Backed away and, pulling her tail between her legs, gave me a hurt look and slunk into my office, crawled under the desk, and hid her face beneath her paws. I couldn't have beaten that dog and got a worse reaction.

The chief engineer, when I told him of this, said, "I respect that dog's judgment."

We arrived at Galveston, Texas, on February 8, 1946, and lay at anchor. The gunnery officer went ashore on Monday and, as we lay there awaiting orders, we didn't hear from him for a few days, so all was quiet. His petty officer came up to me on Thursday and said, "You know, Mr. Mate, we have been waiting here since we got in. We all have our points for discharge, and we haven't any money

nor permission to even go ashore. I just got this note from our gunnery officer from one of the passing fishing boats. It reads: 'please bring two pounds of butter and some money to room #2— at the — Hotel.' I can't go ashore without permission, so I can't do it, but what can I do?"

I said, "Get into a dress uniform and I'll take you ashore." I took him ashore to the Port Director's office and introduced him. Then I went back to the ship.

About two hours later, a navy boat was alongside and the gun crew was taken off the ship. When we turned the ship over to the lay-up fleet at Newport News the next week, the gunnery officer's personal effects were still aboard. We never did hear what happened to him.

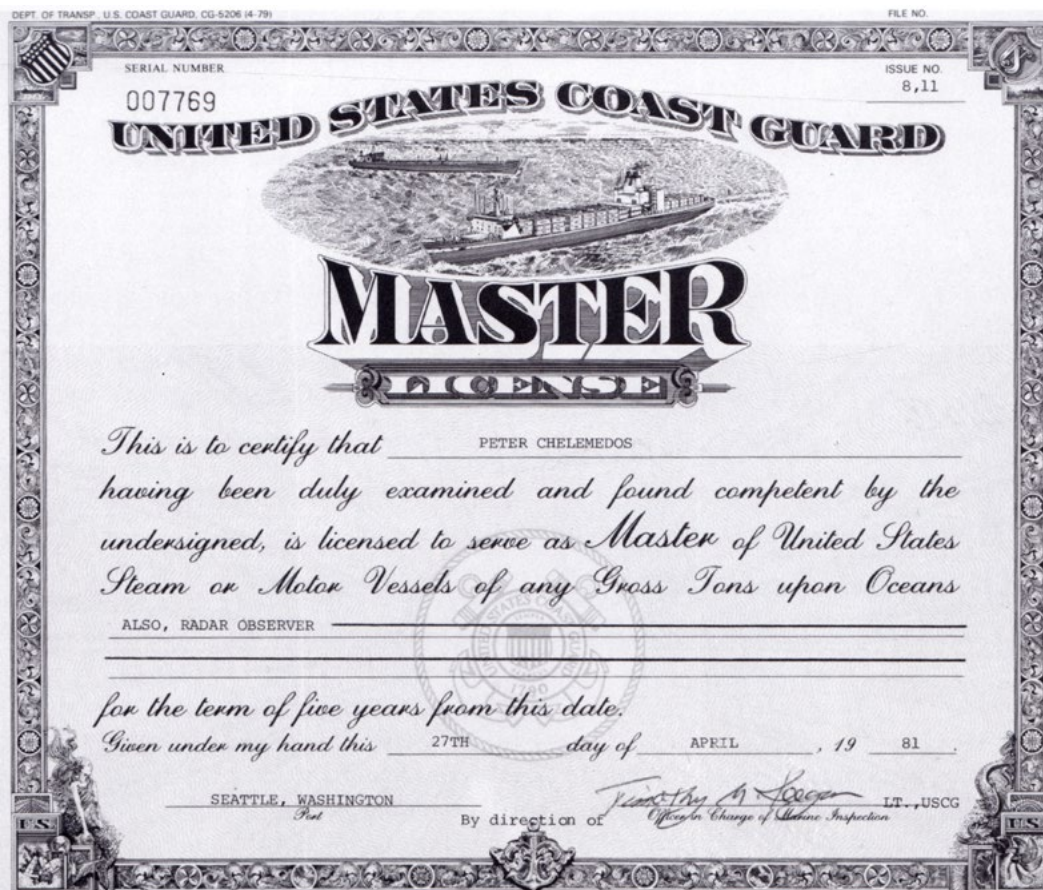
I couldn't take Juno on the plane to bring home. One day, while she was tied up outside the store where I was telephoning Kay, I came out to find her

being admired by three youngsters.

They asked if they could have her, as their dog had been run over the previous week. So they took her home with them to get permission from their parents. They then took Juno down to their place in the country.

I flew home, arriving in San Francisco on our third wedding anniversary, March 9, 1946.

During the stay at San Francisco, I sat for my Master's License with the Coast Guard receiving it just a week short of seven years from the day I had received my Ordinary Seaman's papers in Boston. My feelings of elation at this accomplishment were unbounded. I felt like turning handsprings down the corridor of the Appraisers Building as I left with the long-sought license that read: "MASTER OF STEAM OR MOTOR VESSELS ANY TONNAGE, ANY OCEAN." ☆



Captain Pete Chelemedos' most recent license. His original license #1,4 was issued May 27, 1946 at San Francisco.



Compiled from  
IFSMA newsletters  
[www.ifsma.org](http://www.ifsma.org)

## New format for IFSMA newsletters

### IFSMA Member Newsletter

IFSMA developed a new format for newsletters to be circulated to the membership every two months to keep them up to date of what IFSMA is doing and for members to make comment.

The annual cycle for the editions will be August; October; December; February; April; June. It is hoped

that each edition will be released during the first week of the month quoted at [www.ifsma.org](http://www.ifsma.org). But this will depend on other commitments.

Future editions of the newsletter will also contain articles submitted by the membership on topical issues. Depending on the volume of articles received will make it necessary to choose which articles that will appear.

Captain Paul Owen, Assistant Secretary-General is controlling the formatting and editing of the materials to ensure that whenever possible this newsletter will remain within a four-page spread.

Captain John Dickie, Secretary-General, will contribute the majority of the core materials for the newsletter based on the work that IFSMA is doing at the time.

### At the IMO

The IMO secretariat regularly attend IMO committee and sub-committee meetings. Interventions made by IFSMA at these meetings are listed in the newsletter.

IFSMA attended the Navigation, Communications and Search and Rescue (NCSR) Session III July 14-18. Interventions made were to Agenda Item 5 - Casualty Analysis and Statistics, drawing attention to lack of internationally accepted Rules, Standards and Guidelines that address design issues specific to the safety of livestock carrier operations, and what action Flag States intend to take to correct this. IFSMA also expressed grave concern over access to documents posted on the Global Integrated Shipping Information System (GISIS) where Flag States posting such Reports prevent access by Flag States and NGOs so potentially endangering the safety of all seafarers.

### Ports/Places of Refuge

This is moving ahead with Intertanko and IFSMA leading. At this time there are discussions with the following NGOs who are willing to give support to this matter. The NGOs in question are: IMPA; OCIMF; BIMCO; ICS; Intercargo; IUMI;

Intermanager; IPTA; and IMCA.

Although there is little support from the Flag States, it may well be that the U.K. will support this due the work being carried out by the U.K. SOSREP who is working hard on this matter.

It also shows support for the resolution raised at the 40<sup>th</sup> AGA at Norway this year.

### MARTHA Project

This is progressing well and information is being received from ships and being analysed. In the near future statistics should be available to review. IFSMA has been invite to continue its position as a stakeholder to this work. The MARTHA Project is the follow on work from the Project Horizon and is the toll used to identify fatigue in seafarers. It is hoped that funding will be found in the near future for phase II of the Project Horizon. IFSMA will be invited to be a stakeholder in this work if it comes to fruition.

### IFSMA elects Slate of Officers

IFSMA welcomes Captain Hans Sande of Norway as their new President. Captain Christer Lindvall stepped down after serving 16 years as IFSMA President. Captain John Dickie remains Secretary-General, and Paul Owen continues as Assistant Secretary-General. Captain Willi Wittig (Germany), serves as Deputy Vice President.

A slate of Vice Presidents were also elected:

- Mr. Marcel van den Broek, Netherlands
- Captain Marcos R. Castro, Argentina
- Captain Fritz Ganzhorn, Denmark
- Captain Dominique Perrot, France;
- Captain Koichi Akatsuka, Japan
- Captain Jörgen Lorén; Sweden
- Captain Calvin C. Hunziker, USA



### IFSMA Annual Review

The IFSMA Annual Review contains text from speeches given at the 40<sup>th</sup> AGA in Norway, including remarks from outgoing President Christer Lindvall and the Secretary-General's report. The review also includes text and graphics from papers presented on topics including MLC 2006, spatial planning and safe distances, single and multinational crews, and more.

The 36-page review is now available online at the IFSMA website, [www.ifsma.org](http://www.ifsma.org).

## 40th AGA Resolutions

### Port of Refuge

IFSMA RES 1/2014 (40th AGA)

The 40<sup>th</sup> IFSMA General Assembly held on 05-06 June 2014 in Sandefjord, Norway

**Noted with great concern** the report about the case of the Hong Kong registered chemical tanker *MARITIME MAISIE* where the *MARITIME MAISIE* was seeking a safe haven after a collision;

**Noted further** that the *MARITIME MAISIE* was not allowed to enter either South Korean or Japanese waters for 113 days before Korea finally gave permission to enter the Port of Busan;

**Recalled** IFSMA RES 4/2002 and IFSMA RES 1/2005;

**Recalled** further IMO Resolution A.949(23) Guidelines on Places of Refuge for Ships in Need of Assistance;

**Strongly urges** all Coastal States to take into account IMO Resolution A.949(23) and to determine without any further delay places of refuge for ships in need of assistance.

### Criminalization of Shipmasters

IFSMA RES 2/2014 (40th AGA)

The 40<sup>th</sup> IFSMA General Assembly held on 05-06 June 2014 in Sandefjord, Norway

**Noted with greatest concern** the sinking of the South Korean ferry *MV SEWOL* on 16 April 2014 off Donggeocha Island;

**Noted further with grief** that at least 290 people – mainly children – lost their lives in this tragic marine accident;

**Noted with great concern** that the President of the Republic of Korea, Ms. Park Geun-hye, referred to the Master of the ill fated *MV SEWOL* and his senior officers as murderers only six days after the accident; criminalizing the Shipmaster and his crew;

**Insists** that government officials should refrain from premature accusation and penalization;

**Recommends** again that Shipmasters should ensure that they have appropriate independent legal protection.

### Marine Accident Investigations

IFSMA RES 3/2014 (40th AGA)

The 40<sup>th</sup> IFSMA General Assembly held on 05-06 June 2014 in Sandefjord, Norway

**Noted with great concern** the findings of a paper by Nautilus U.K. on the short-comings of the current system of marine accident investigation;

**Recalled** the provisions of Article 94 of UNCLOS;

**Further recalled** Resolution MSC.255(84) “Casualty Investigation Code;”

**Agreed** that changes of the present situation can only be achieved by means of a mandatory IMO instrument;

**Strongly urges** IMO to take action and progress the development and implementation of an effective mandatory instrument to ensure that all marine accidents are investigated properly and independently, and that documentation of accident investigation is made public.

### Domestic Ferry Safety

IFSMA RES 4/2014 (40th AGA)

The 40<sup>th</sup> IFSMA General Assembly held on 05-06 June 2014 in Sandefjord, Norway

**Noted with great interest** the address delivered by the Secretary General of IMO, H.E. Mr. Koji Sekimizu, at the opening of the 93<sup>rd</sup> session of the Maritime Safety Committee;

**Noted further** that the requirements of the passenger ship safety provisions, as laid down in the SOLAS Convention, be extended into the coastal states’ legislation;

**Welcomed** the initiative of the IMO Secretary General;

**Requests** that the IFSMA Executive Council ensures that the IFSMA policy reflects this initiative. 🌐



Delegates at IFSMA's 40th Annual General Assembly in Sandefjord, Norway.

PHOTO: COURTESY IFSMA

# First ship energy efficiency and technology transfer workshop held in Ghana



IMO Press Briefing 25  
July 3, 2014

workshop on “MARPOL Annex VI – Ship energy efficiency and technology transfer” from 2 to 4 July.

The workshop, which is being hosted by the Ghana Maritime Authority, is aimed at building capacity with regards to knowledge about energy-efficiency measures, while also assessing the regional needs and barriers related to technology transfer.

The information gathered during group and plenary discussions on the third day of the regional workshop will be forwarded onto the Ad Hoc Expert Working Group on the Facilitation of

Representatives from 11 West and Central Africa countries are in Accra, Ghana, to attend the first IMO regional Transfer of Technology for Ships, which will meet for its second meeting from 9 to 10 October, at IMO Headquarters in London, United Kingdom.

The Ad Hoc Expert Working Group held its first meeting during the 66<sup>th</sup> session of IMO’s Marine Environment Protection Committee (MEPC) in March-April this year. A work plan, endorsed by the Committee, envisages: assessing the potential implications and impacts of the implementation of the energy-efficiency regulations in chapter 4 of MARPOL Annex VI, in particular, on developing States, as a means to identify their technology transfer and financial needs; identifying and creating an inventory of energy-efficiency technologies for ships; identifying barriers to transfer of technology, in particular to developing States, including associated costs, and possible sources of funding; and making recommendations, including the development of a model agreement enabling the transfer of financial

and technological resources and capacity building between Parties, for the implementation of the energy efficiency regulations.

The Ghana regional workshop is the first in a series which will assist in the implementation of the work plan. Three more regional workshops are planned to be held during 2014, in South Asia, Latin America and the Mediterranean, with additional regional workshops in other regions planned for 2015, in order to gather regional perspectives to further support the work of the Ad Hoc Expert Working Group.

The regional workshop was opened by the Deputy Minister for Transport for Ghana, Mrs. Joyce Bawah-Mogtari. 🌐



## Captain Roger Clipsham

21 June 1928 – 21 July 2014

Many of you will remember former IFSMA Secretary-General, Captain Roger Clipsham. It is our sad duty to report that Roger passed away 21 July 2014, after battling Alzheimer’s disease and vascular dementia.

Roger joined IFSMA in 1993 upon his retirement from the Civil Service. He was Secretary General from 1993-2001, Honorary Treasurer from 2000-2002, and was granted Honorary Membership on 1<sup>st</sup> June 2002.

Roger was born in Downham Market, Norfolk on 21<sup>st</sup> June 1928. He was educated at King Henry VIII Grammar School in Coventry, becoming appren-

ticed to Counties Ship Management Co. Ltd. in 1944.

Roger served all ranks in the Merchant Navy, obtaining his Foreign-Going Master Mariners Certificate in 1952, and his Extra Master’s certificate in 1954, upon which he was promoted to Command. He was brought ashore in 1957 after nearly 14 years at sea, to serve as Assistant Marine Superintendent. He was transferred to London & Overseas Freighters (LOF) in 1961 as Marine Superintendent and was appointed Chief Marine Superintendent in 1970.

When LOF entered difficult times, Roger was made redundant in 1983,

but quickly entered the civil service as a nautical surveyor in the Department of Transport Marine Directorate. In 1990, Roger transferred to the Training Certification and Manning branch as Principal Nautical Surveyor, and was later appointed Deputy Chief Examiner (Masters and Mates).

Roger also had a long association with the Honourable Company of Master Mariners, becoming a member in 1962, a Liveryman in 1971 and Warden in 1982. He was a Freeman of the City of London.

Roger is survived by his wife, Felicity, and two children. 🌐





## 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.*

### BARQUE LYNWOOD Chronometer

#### *The BARQUE LYNWOOD Chronometer rescued from the shipwreck on Pratas Shoal, Strait of Formosa, 16th February, 1896.*

by  
Captain Patrick Gates  
Master  
Maritimes Division

The & Co. of Shanghai, the local nautical suppliers office. He was issued a certificate that indicated that the chronometer was 1 minute 58 seconds slow! Not bad for 1896.

purchase this historic chronometer for the Maritime Museum of the Atlantic in Halifax.

In the late 1880s and 1890s, the sailing vessels trading between North America and Europe were being pushed out because of the development of steamships. A lot of the sailing vessels owned and built in the Atlantic Provinces were heavily involved in the transport of 'case oil' from the U.S. to Europe and by 1890, the first steam powered, steel hull oil tankers started carrying the oil in bulk!

As a result of this change in trading patterns, the sailing vessels were forced to start trading further afield, which leads us to the story of why the Barque LYNWOOD of Windsor, Nova Scotia, part of the Bennett Smith fleet sailing out of the Minas Basin, NS, was trading in the far east. The LYNWOOD, under the command of Captain John Ross had undertaken a very successful voyage from England to Australia and then loaded a cargo of 1933 tons of coal from Newcastle, NSW for Shanghai. However, there were some issues with a backload cargo there, which Captain Ross had planned to load for New York. His owners telegraphed him to leave Shanghai and sail in ballast to Manila as they were able to fix a cargo of hemp and sugar to go to the United States.

While the LYNWOOD was in Shanghai, Captain Ross took the opportunity to have his chronometer rated at C. Ismer

According to the Findings of the Court of Inquiry, held at the Harbour Masters Office in Victoria, Hong Kong, on the March 5<sup>th</sup>, 1896:

*Quote:- We find that the British Barque LYNWOOD (80,035) of Windsor, N.S., of which John A. Ross was master, whose certificate of competency as master is number 2003, Canada, left Shanghai in ballast for Manila on 10<sup>th</sup> February last.*

*Fresh northerly and north-easterly winds with rain and overcast weather were experienced after leaving the Saddles, and on the morning of the 16<sup>th</sup>, at 1.30 am, the ship struck on the N.E. edge of the Pratas Shoal, and was afterwards abandoned; the master and crew taking to the boats, were later picked up first by the Russian ship of war VLADIMIR MONOMACH, and afterwards by the German steamer CASSIUS, which later brought them to Hong Kong.*

*Having carefully considered the evidence of the master and first mate, the Court is of the opinion that the ship was navigated in a proper seamanlike manner, though it would seem that if an additional compass had been placed on deck as a standard it might have assisted towards a more efficient navigation of the ship.*

*The cause of the casualty appears to have been that the distance run in the S.W. course through the Formosa*

*Straits was under-estimated, placing the ship more westerly than her supposed position when the ship course was altered to S. by E., but the patent log was carefully used, and due allowance appears to have been made for the current, drift, and heave of the sea. No observations of the sun or stars were possible during the voyage, and the position of the ship was depending on dead reckoning only.*

*After the casualty everything was done in that proper seamanship suggested, and the ship does not appear to have been prematurely abandoned.*

*Under the circumstances the Court sees no reason to deal with the certificates of the captain and first mate.*

*Given under our hands at Hong Kong this 5<sup>th</sup> day of March 1896.*

*The Court consisted of Commander R. Murray Rumsey, RN, President of the Court, Commander Arnot Henderson, RN, of HM's "Immortalite", J. Williamson, Master Br s.s. "Chow Fa", W.J. Dermody, Master Br, bk "Highland Forest", T.R. Galswothy, Master, Br, s.s. "Sui Sang".*

The back story is that Captain Ross and his 20 man crew spent two days and two nights in open boats in the wet and windy Strait of Formosa before being rescued by the Russian ship of war, they were transferred to the German steamer CASSIUS and taken to Hong Kong. After the Court of Inquiry they eventually made their way back to Nova Scotia via Le Havre France and Southampton, U.K., all the time with the Smith Company chronometer he had managed to rescue

*Continued on next page >>>*



## Arctic Seminar Series #4

The Maritimes Division recently held a fourth successful Arctic Seminar. The aim was to investigate the progress of development in the Canadian Arctic and the needs to support an expanded shipping season for cruise ships, resource extraction and the potential traffic using the North-West Passage as a shorter shipping route. The seminar considered the resources in place for search and rescue, oil pollution response, ice-breaking, ice-navigator services, refueling, ship repair and places of refuge. Discussions considered the requirements for investments in infrastructure and regulatory regimes to protect seafarers, the fishery and the sensitive environment, resources and communities.

Seminar topics covered by knowledgeable speakers included: Training for Ice Navigation and Piloting, Winter Navigation by Ice-breaking Bulk Carriers, Arctic Ports and Cargo-handling, a Comparison with Russia's Northern Sea Route, the Canadian Navy's Arctic Aspirations, Search and Rescue in the Far North, Coast Guard's Arctic Strategy, Regulating Future Off-shore Oil and Gas Activities.

### Nautical Institute's Ice Navigator Project

Captain D.A. Snider, a Vice-President of N.I. followed the keynote address with a presentation which highlighted the need for training in ice navigation and ice pilotage, particularly in view of an increasing number of international navigators, most lacking in ice experience, who may enter the Arctic region.

He described the Institute's Ice Navigator Project which will specify the skills, knowledge and competence required. The project proposes a minimum number of days of actual ice experience and ice-simulation courses. In the IMO Polar Code current version, there is not a requirement to have an ice navigator on board ships for navigation in Polar areas. Captain Snider concluded by noting that the Institute's skills/knowledge/competency matrix will be developed into a model course for its Ice Navigator certification scheme.

The seminar concluded with a speakers' panel which took questions and comments from the audience and formed these "Challenges and Opportunities."

### Challenges

The changing and unpredictable ice and weather conditions, the nature of the environment and the lack of up-dated depth soundings, will limit regular, economic, time-sensitive shipping services.

The lack of port facilities, fueling depots and emergency repair services for shipping is challenged due to ice movement, strong winds and tides, and lack of skilled labor.

Although Coast Guard is responsible for Pollution Response north of 60N, the mitigation and clean-up of sea pollution is hampered by a lack of an assured means of moving equipment and personnel to an affected location.

Search and Rescue in the Canadian Arctic, although an international responsibility, is limited by a lack of SAR bases and equipment in the region.

### Opportunities

Canada's IMO delegation should participate in the development of the Polar Code and support the N.I. in pressing for ice navigator training and certification; also, should require vessels with no experienced ice navigator on board to take a Canadian Ice Pilot on a fee-for-service basis.

A fees tariff for Ice-breaking Services to vessels operating in Canada's Arctic for when ice-breaking service is required and used.

Canada has a responsibility to have routes which may be used by vessels operating in and through the Arctic region, adequately charted. Some of this work may be contracted out as government vessels operating in the region have many commitments, including scientific work, during the open season.

For off-shore oil and gas exploitation in the Arctic, lessons may be learned from the Macondo (BP) oil blow-out disaster in the Gulf of Mexico 2011, by a study of the U.S. government reports and recommendations after its inquiry. Canadian new legislation could be influenced by these. Such activity should be closely monitored, including the work of contractors and sub-contractors.

A study of Russia's Arctic regulatory regime could be made and some of its aspects appropriate to Canada's Arctic and commercial shipping, may be considered for adoption.

All of the presentations to the Arctic Seminar #4 are posted at:

[www.mastermariners.ca/maritimes/conferences.php](http://www.mastermariners.ca/maritimes/conferences.php) 🍁

### *Chronometer* >>> *Cont'd from page 37*

from the wreck as they were abandoning ship. Captain Ross returned the chronometer to Mr. Smith in Windsor but was never able to get another command in Nova Scotia, but he did sail on other ships. (Some things never change!)

Finally, the Russian cruiser, the *VLADIMIR MONOMACH* was sunk by the Imperial Japanese Navy at the battle of

the Strait of Tsushima on 27-29<sup>th</sup> May 1905. The Strait of Tsushima is on the eastern side of the Korea Strait, between Japan and the island of Tsushima. The Imperial Japanese Navy's Admiral Togo was waiting for the Russian fleet in Busan, Korea. At the time Korea was a Province of Japan along with Taiwan until 1945.

We had a very pleasant evening at

the unveiling of *LYNWOOD* chronometer and an interesting presentation by Dan Conlin, curator on the Museum on February 18<sup>th</sup>, 118 years after the stranding of the *LYNWOOD*. The Division received recognition for its support of special projects for the museum through the Canadian Maritime Heritage Foundation. 🍁

The Council of American Master Mariners, Inc.

## **Annual General Meeting** *Professional Development Conference*

New Orleans, Louisiana, USA  
March 30 - April 1, 2015

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National World War II Museum

Details are still in planning stages and information will be posted on  
CAMM's website as it becomes available.

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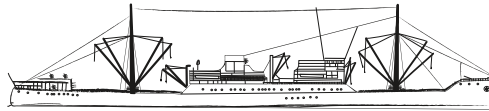
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