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Sidelights

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Written by Masters & Pilots, for Masters & Pilots



CAMM Annual Meeting Coverage Arctic Charting & Ice Navigation — Response to Piracy

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Professional Development Conference

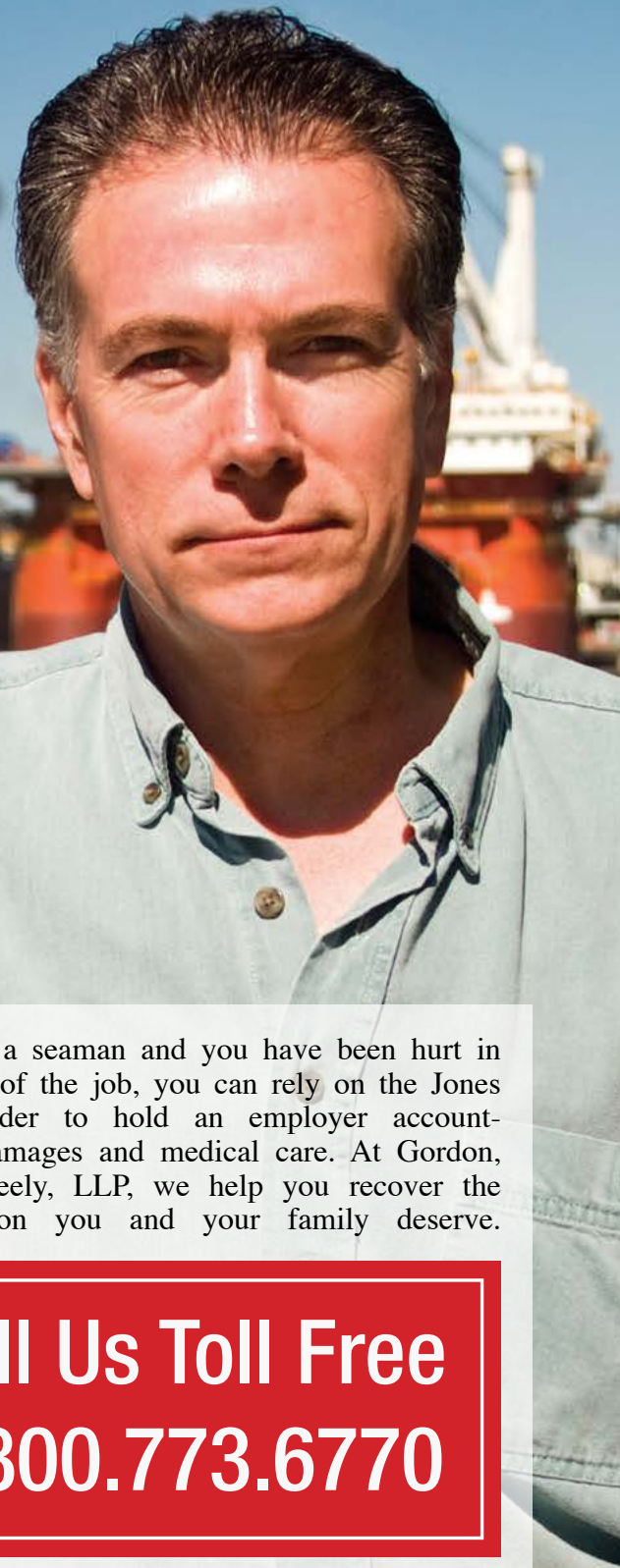
General Business Meeting and Gala

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www.mastermariner.org

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

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In This Issue



ON THE COVER

Captain Cal Hunziker receives a plaque from Captain R.J. Klein on behalf of CMM for his efforts the last four years leading CMM. Photo by Davyne Bradley.

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

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February	Jan. 5	Feb. 1
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December	Nov. 1	Dec. 1

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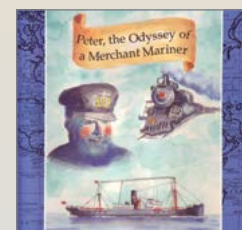
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NOTICE The articles in this magazine are entirely those of the writer, and do not necessarily reflect the views of CMM nor its Board of Governors.



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VIEW
from the

Bridge



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

SMOOTH CHANGE OF COMMAND

Under the steady leadership of Captain Hunziker, the Council of American Master Mariners has continued to grow as the voice of the American Master, the U.S. Merchant Marine, and seafarers everywhere.

Not unlike the first time one takes command, writing a column as National President gives me a new perspective of the job and our organization. Fortunately, the captains who have preceded me have left me with a well run ship. My aim will be to continue developing the role of CAMM in the maritime industry.

I will be relying on advice and counsel from a combination of incumbent and new national officers. I welcome our new officers and look forward to the continued support from those who remain on watch. In January of this year, CAMM lost a valuable member with the passing of Captain George Previll, our North Atlantic Vice-President. I want to thank Captain Frank Zabrocky, a Past-President of CAMM, for agreeing to become our new North Atlantic VP.

We all know the value of our publication *Sidelights* and in spite of his "farewell" message in the last issue of *Sidelights*, I have convinced Captain Bradley to sign on for another voyage or two as Editor-in-Chief. With his help, *Sidelights* will continue to be an excellent representative of CAMM to the maritime industry.

We face many challenges. CAMM will

strive to have positive action taken on our positions, in particular those that address the criminalization of masters, the unfair treatment of seafarers and the defeat of piracy on the high seas. We will continue to work with IFSMA, MARAD, the USCG, Congress, the maritime unions and all concerned parties to promote the welfare of the U.S. Merchant Marine.

Under the leadership of Captain Hartnett, the Baltimore chapter is now on firm footing. Much work remains to be done. We will strive to grow our membership, while continuing to work on revitalizing chapters on the Atlantic coast.

In addition to deep-sea masters and pilots, CAMM continues to extend an invitation to the captains of ferries, tugboats, commercial fishing vessels, and the offshore industry. This, to better enable CAMM to be truly representative of the U.S. maritime industry.

Sidelights, our website, and travel necessary for representation and profile, all cost money. Our foremost internal challenge will be financial. We need to continue to publish *Sidelights* and update our website. CAMM should be in

a position to send a spokesman to congressional hearings on marine legislation and be represented at key maritime conferences. With the new Secretary/Treasurer, Captain David Williams, and the membership's help, I will endeavor to generate sufficient funds to accomplish these tasks.

Our members sail in command of oceangoing ships, pilot the ships into port and serve as masters on working vessels. We are a small fraternity and it is our unique experience that gives CAMM credibility in the maritime industry.

It will be a privilege to serve as the President of the Council of American Master Mariners for the next two years. Please forward me your ideas and concerns at captklein@mastermariner.org. With your help, CAMM's influence and prestige will continue to grow.

RJ Klein
Captain R.J. Klein

CROSS'D THE FINAL BAR

CAPTAIN GEORGE M. MARSHALL #116-L



George Milroy Marshall Jr., 92, of Orland, Maine died on May 7, 2012 at his home on the shores of Alamoosook Lake after recent recoveries at St. Joseph's Hospital and rehabilitations at Maine Veterans' Home in Bangor. He remained intellectually curious, an adventurous traveler, and a man with a big heart under the surface of his sea-worthy resolution until the last days of his life. He claimed he was a young man trapped in an old man's body. For many summers prior to 2005 and year-round for the last 7 years of his life he enjoyed boating, swimming, working outdoors, and hosting family gatherings at his lake property. He avidly researched family genealogy via the internet and correspondence with cousins in Ireland, England and Australia. He made several trips to pursue family history to England and Scotland, the last one at the age of 91 in the fall of 2011.

Born in Brooklyn, NY in 1919, he developed a close relationship with his grandparents. He treasured his summers at Southold, Long Island and followed in his sea captain grandfather's footsteps at the age of 17. From 1938 to 1946 he served in the United States Merchant Marine on ships rising from deck cadet to Master. He graduated from Kings Point in the class of 1942. In 1944 he was appointed to first command of the ship SS CHARLES CARROLL at the age of 24, one of the youngest ship-masters to have served in the USMM during World War II and earned bars and medals for his service in war zones.

Following WWII he completed his undergraduate degree at New York University at the School of Commerce Accounts and Finance, and took classes in Admiralty Law. During his business career he completed an advanced management program at Harvard Business School, AMP 66.

For most of his working career, 1946 to 1975, Captain Marshall pursued marine insurance underwriting beginning as a trainee and advancing to senior vice president of the Atlantic Mutual Insurance and Centennial Insurance Companies. For 6 of these years he served as CEO of the Union de Seguros, S.A. in Mexico City, Mexico. After early retirement he joined the staff of the Maine Maritime Academy in Castine, serving as special assistant to the superintendent and as director of several programs. Following his second retirement he served as a SCORE volunteer in both Bangor and Ellsworth Offices and formed his own management consultant corporation, Mar-Search, 1986-1990.

He is survived by his son and daughter, 2 grandchildren, and 2 great-granddaughters. The family suggests memorial donations be made to the Maine Maritime Academy Student Scholarship Endowment Fund c/o Maine Maritime Academy Development Office, Pleasant Street, Castine, ME 04420, in memory of Captain George M. Marshall.

CAPTAIN EMIL J. BLISCHE #326-L



Emil John Blische, 91, of Salisbury, Md., passed away on Saturday, April 14 at his home at Mallard Landing, following a brief illness. He had previously lived in Ocean City, Md. following a longtime residence in Forest Hill, Md.

He was born on September 4, 1920 in the Canton area of Baltimore, in close proximity to the waterfront. Captain Blische joined the U.S. Maritime Service in 1937 after completing a student apprenticeship. When World War II began, he sailed as an Able Seaman on the S.S. SANTA ELISA, when in August 1942 was torpedoed and forced to abandon the blazing ship in Tunisia, 90 miles short of Malta. Despite the impact that surviving such a situation had on the young sailor, Captain Blische continued his maritime career. He graduated from Maritime Officer Training School at Fort Trumbull in New London, CT in 1942, and joined the United States Merchant Marines. During World War II, Captain Blische's ship HENRY S. LANE took part in the Normandy Invasion, landing troops and cargo on Omaha Beach.

Following the war, Captain Blische attended MITAGS and attained his Master Mariner's license in 1965 and was the recipient of many ribbons and medals, including Atlantic War Zone, Defense, Korean Service, Mediterranean-Middle East War Zone, Pacific War Zone, Vietnam Service and World War II Victory Medals.

He was a past Baltimore CAMM Chapter President and member of the VFW and American Legion. Captain Blische was also a 32nd degree Mason with The Blue Lodge, and a lifetime member of the Tall Cedars of Lebanon. After ending nearly 50 years of service in the Merchant Marine in 1985, he worked with his wife in a successful tax and accounting business until they officially retired in 2000. He was an avid reader and enjoyed boating and deep sea fishing.

Captain Blische is survived by his loving wife of 52 years, Esther, two children, four grandchildren, one sister, and several nieces and nephews.

A celebration of life was held in Salisbury, Md. on April 20. In lieu of flowers, memorial contributions may be made to Coastal Hospice, PO Box 1733, Salisbury, MD 21802.

CAPTAIN BENJAMIN JOYCE #902-R

April 23, 1929 – April 13 2012. Captain Ben Joyce graduated from Kings Point Merchant Marine Academy in 1950 and after 12 years with Moore McCormick Lines joined the U.S. Coast Guard in the 1960s. After numerous Coast Guard duty stations, Ben retired as a Captain and settled in Virginia Beach, VA. He and his wife Pat were active members in the Old Donation Episcopal Church and involved in numerous ministries and outreach for the past 28 years. ☆

**The New American Values:
A Waiver for the Ship, A Waiver for the Cargo,
but No Waiver for the Crew**



by Father
Sinclair Oubre
CAMM Chaplain
#3220-A

Those of us who have been engaged in seafarer welfare since September 11, 2001, have become

rather jaded about the issue of seafarers accessing shore leave. Whether it was a seafarer in Brunswick, Georgia who was initially refused shore leave to go to a dentist because "... he was not bleeding or passed out on the deck," or more recently, a facility in Louisiana who regularly refused access to shore leave because it had not received a 24-hour notice of the crew wanting to go ashore, I thought I had heard all the ways that we could insult seafarers, and make them feel like terrorists.

However, in a recent issue of *Professional Mariner*, I discovered that foreign seafarers could simultaneously save an Alaskan community from freezing to death, and be such a threat to our national security, that in the middle of winter, they could not get a waiver from Customs and Border Protection to go ashore.

What I am speaking about is the powerful story of the efforts of our U.S. maritime community, the U.S. Coast Guard and the brave Russian crew of the T/S RENDA. During the month of January, we watched the news daily of the slow progress that was being made by the cutter HEALY and the ice-strengthened tanker RENDA. By this time, the Maritime Administration had certified that there was no U.S.-flagged ship available. It also gave a waiver from the Jones Act for a foreign vessel to load a cargo from one

U.S. port (Dutch Harbor) and deliver it to another U.S. port (Nome). (The original plan was to load arctic diesel fuel in Japan on the voyage from Russia, but because of a storm, the vessel sailed on to Dutch Harbor, and loaded there.)

Finally, there were questions whether RENDA's oil pollution plan was sufficient for a U.S. voyage. As *Alaska Business Monthly* notes, "... an amendment to *Vitus Marine's Oil Discharge Prevention and Contingency Plan* was required by ADEC to 'include information specific to the T/V RENDA and to cover ice operations,' was also expedited. ADEC shortened the public comment period from 30 days to seven and approved the amendment Jan. 5."

After expediting procedures, and obtaining waivers, the RENDA and HEALY departed Dutch Harbor, and ten days later, after plowing through more than 300 miles of ice, they arrived off Nome. The citizens of Nome were ecstatic on the arrival of these ships. *Professional Mariner* noted that "The National Guard made Sno-Cats available to transport HEALY's crew to shore, where the residents of Nome gave them a hero's welcome."

However, it is the next sentence that demonstrated our new values. *Professional Mariner* reported, "Though RENDA's crew deserved equal credit, Garay said, immigration law prohibited them from going ashore."

Doug Stevenson of the Center for Seafarers Rights noted in 2004 that, "There are existing regulations in 8 C.F.R. 252.1(d) that authorize waivers for all or part of a crew. Neither the statutory or regulatory authority provide any criteria

for granting visa waivers, but past waivers include instances where ships could not obtain a visa because there was no American consulate at its last foreign port, or because the ship received orders while at sea to sail to a United States port."

Why didn't anyone at the Department of Homeland Security respond to the human need in this situation? Was there a fear that they would run off into the frozen Alaskan winter and become undocumented aliens? Or was it just that the Russian seafarers were just not important enough for a government agency to take the time to do a waiver to recognize the great service they did for our citizens?

I am just glad that the citizens of Murmansk were more welcoming 70 years ago, when U.S. mariners arrived at their port without Russian visas. ☆

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Dear CAMM,

April 2012 Sidelights best ever to wit

Just read the April, 2012 issue of *Sidelights* and want to convey my thoughts on the best issue ever to wit:

- 1) Captain Hunziker's opening piece was a keeper and ranged from the *TITANIC's* master to Joe Hazlewood. He did not mention the *COSTA* saga, but offered a most thoughtful quote: "Our job as master on merchant ships are first and foremost, the safety of our vessel, cargo and crew."
- 2) Dr. Captain Cartner's piece vis the *COSTA's* master is most interesting and closes with a quote we all have nibbled at: "There for the grace of God go I."
- 3) Will Watson with a factual piece on the costs of piracy.
- 4) *Armed Response Teams* authored by Captain Willers made enormous sense and significant dollars saved by having four ex-Navy Seals on board. How they were integrated into the big container ship's routine was most interesting.
- 5) Captain Tom Stapleton's thoughts on the *COSTA* mess was spot-on.
- 6) Old Tanker Captain on a giant Carnival cruise ship by Captain Davis I loved. What stories he could tell!!
- 7) Another piece on the *CONCORDIA* by Captain Bansal, I thought of great interest.

With all the discussions in and about this superb issue of *Sidelights*, I would offer a perspective from both the Navy and civilian aspects on the big picture of commanding any ship

New Members

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

- 1644-L** Captain **Jackson Davis** of Eugene, OR
Upgrade from Regular to Life Membership Status
Sponsored by Captain Donald Moore Jr. #1513-L
- 3327-RP** Captain **Alexander N. Soukhanov** of Plymouth, MA
Northeast Marine Pilots
Sponsored by Captain Andrew Triandafilou #2025-R
- 3328-S16** Captain **Joseph F Ryan** of Norfolk, VA
Maritime Consultant; Marine Electronics
Recommended by RADM Rudy K Peschel, USCG (Ret)
- 3329-H** Captain **Beverly Havlik** of Seattle, WA
Commanding Officer, USCG Icebreaker *HEALY*
Sponsored by Captain Donald Moore Jr. #1513-L

Triple our Membership Drive

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

on the high seas and what are the most fundamental of the captain's/master's responsibilities. [ed note: article on page 36]

All the best and with compliments again to Captain Tom for a great issue of *Sidelights*.

Captain Pete Booth #3063-R

Pilots younger element to CAMM

I just read the April issue of the *Sidelights*... great as usual! As usual too was your report that was right on! ...

I hope you can put this other suggestion I have into the right channel. I attended last year's AGM at MITAGS and it was well done thanks in a good part to the efforts of Capt. Joe Hartnett. He is a Chesapeake Pilot as you may know. Joe revitalized the Baltimore Chapter and is making strides for another Chapter in Washington.

I personally think he and all Pilots should be recognized accordingly! They, Pilots in general, represent a younger element in our industry and would be, and are worthy additions to CAMM. They have no national organization that unites them that I know of, so most of them associating with CAMM would be ideal for both we and they.

I was so impressed with last year's AGM and the work that the Pilots did that I sent a letter to *Sidelights* regarding it. I have had no comments to my letter but for sure the seed was planted so it will not come as a surprise!

My suggestion: That the name of our organization be changed to: THE COUNCIL OF AMERICAN MASTER MARINERS AND PILOTS!

If you will please see if this item can be placed on the Agenda as an add-on as I feel it would be in CAMM's best interests.

Sincerely, Captain Ed Pierson, #536-R

P.S. I am not, nor ever have been, a Pilot!

North Atlantic VP Report

by Captain Frank Zabrocky #1964-R

At the meeting in Seattle there was a lot of enthusiasm voiced for the rebirth of activity by the New York chapter. If there is as much enthusiasm from members and/or would-be members of the New York chapter, then it shouldn't be too difficult to get something going. We are challenged by the widely scattered membership, transportation issues and the priciness of the New York metropolitan region. I believe these things can be overcome, but first we need the will to get together.

Much of the maritime industry has left Manhattan for the more open spaces of New Jersey and Connecticut. Not far from where I live, the Connecticut Maritime Association has monthly meetings and an annual event which attracts global participation. Their focus is a little different than ours and we don't have the resources they do, but I am encouraged that we can still put something together. Anyone who is interested in organizing and/or attending New York chapter activities should contact me and/or one of the national officers to get the ball rolling. ☆



The Council of American Master Mariners, Inc.

Annual General Meeting

Professional Development Conference

May 9-11, 2012 ☆ Seattle, WA USA



Welcome to coverage of the 2012 CAMM National Meetings.

Professional Development Conference
Brief summaries of our invited speakers' presentations on aspects of arctic shipping, headlined by Captain Beverly Havlik, commanding officer of the USCG Icebreaker *HEALY*. Later, an evening dinner cruise through the ship canal.

CAMM Business Meeting
The State of CAMM, summaries of officer and chapter reports, positions, and old and new business.

Gala Dinner
Captain Cal Hunziker turned Command over to Captain R.J. Klein; Keynote speaker Mr. Will Watson spoke on the changing face of piracy and anti-piracy measures; Captain Bob Phillips presented the Lalonde Spirit of the Seas Award; and cash raffle winners!

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"Northwest Passage & Arctic Shipping"

Hosted by the Seattle / Pacific Northwest CAMM Chapter



View of Elliott Bay from the 18th floor hospitality suite. The Washington State Ferry holds over 200 vehicles and has the capacity to carry 18-wheel semi-truck and trailers.



Ms. Pat Hartle, former APL front office secretary, welcomed members as they arrived for all events and handled all the paperwork.



Captain Don Moore and Captain Tom Bradley.



Captain Michael Mc Cright and Liz Clark.



Captain Andy Subcleff and wife Betty.



Top deck aboard the *QUEEN OF SEATTLE*.



Attendees at the Professional Development Conference.

Event Photography by Davyne Bradley and Doug Subcleff.



THE NORTHWEST PASSAGE: PROMISE OR CATASTROPHE?

J. PENNELOPE GOFORTH *Arctic Researcher*

The fabled Northwest Passage, a supposed sea lane linking the Atlantic and Pacific oceans through icy seas above the Arctic Circle, was the most sought after waterway in the great Age of Maritime Exploration starting in the 1490s. This idea grew in European navigators' imaginations as a direct route that could enrich merchants and monarchies. The legend refused to die as many sailors explored and mapped arctic coastlines.

The three open routes of the Northwest Passage wind through the vast 1.4 million square kilometers of the Canadian Archipelago. The United States is on the western terminus and Greenland on the east. An alternate route called the Northern Sea Route runs about 9,500 miles above Siberia and Russia.

Most of the sea used to be in a frozen state of what is called multi-year ice. Hundreds of feet thick, this ice has been building the polar ice cap for thousands of years. A living ice floe, it shifts, cracks, melts and re-ices, and drifts over a shallow sea of ridges and plains, an average of 3,400 feet deep.

Since 1969, exploration in the Arctic Region burgeoned by three international

special interest groups: tourists, scientists, and the petroleum industry. Upon ratification of the UN Convention on the Law of the Sea (UNCLOS), a country has 10 years to make claims to an extended continental shelf, which, if validated, give exclusive rights to the resources below the seabed. This puts pressure on Arctic Nations to survey and stake claims for territorial rights and borders.

The U.S. government offered tracts of the ocean seabed for lease by the 1970s for oil exploration. They brought in dozens of oil rigs to the Beaufort and Chukchi Seas. From the Cold War, Russia has successfully extracted Arctic oil reserves from their northern coastlines.

Over the last 30 years, the multi-year polar ice cap has shrunk by over half. Scientists' estimations for an ice-free summer vary from 2015 (extreme) to 2050. Given the rapid changes in the Arctic, the Northwest Passage looks more and more lucrative to shippers, shaving off close to 10,000 km (14 days at sea) between Tokyo and London for VLCCs too large to transit the Suez and Panama Canals.

Russia has established regulations governing Northeast Sea Route transits; Canada has similar regulations, but has difficulty enforcing them. The U.S. lags far behind in setting maritime protective measures through their territorial waters. Despite the enormity of the issues, however, commercial shipping traffic through the Northwest Passage is rapidly rising.

Last month, Lloyd's Register announced the first set of rules for 'Stern First Ice Class Ships.' Utilizing modern podded propulsion units or azimuthing thrusters, this class of ship can travel in the traditional mode, leading by the bow, in ice-free waters allowing speeds upwards of 12 knots. When the high latitude going is clogged with ice, reversing direction allows her to keep moving. Orders for these specialized vessels are filling the shipyards.

The Northwest Passage has emerged from a hopeful rumor on an ancient chart to an impassable frozen sea to a voyage of reality for thousands of ships in our own lifetime. "Dude, yer goin' through the Arctic!" ☆

FLOTSAM: JAPANESE TSUNAMI DEBRIS TRACKING

DR. CURTIS EBBESMEYER, PH.D. *Oceanographer*



Dr. Curtis Ebbesmeyer, Ph.D., is an oceanographer with a passion for tracking everything in and on the world's oceans. Sixteen years ago he established and funded a world-wide beachcomber's network to report findings and he is also the co-author of the book *Flotsametrics and the Floating World: How One Man's Obsession With Runaway Sneakers and Rubber Ducks Revolutionized Ocean Science*.

The tsunami which struck Japan in March 2011 shredded the coastline

and at places surged up to five miles inland. In the open sea, the 500-mile-long Poseidon nightmare traveled jetliner speeds across the Pacific, reaching the Washington coast in just 10 hours. It took seven months, however, for the first tsunami debris —styrofoam oyster buoys and plastic kerosene and vinegar jugs— to reach the U.S. coastline.

Ebbesmeyer predicts much more debris, including fishing boats, will start washing ashore in October 2012 and may continue for up to 60 years from now. He collaborates with Jim Ingraham, who developed OSCURS (Ocean Surface CURrent Simulator), a tracking program

with parameters that include daily surface wind and current data provided by the U.S. Navy. Different debris will have different wind factors based on buoyancy, height above water, density, etc. Using the OSCURS model with wind factors, they can predict what will arrive when.

Ebbesmeyer currently does not get data from vessels but would like to bring shipmasters into his reporting network to help document, photograph and track items and locations in the open sea. Reports can be made to www.flotsametrics.com. ☆

ARCTIC NAVIGATION AND CHARTING

LCDR DAVE ZEZULA *Chief, Pacific Hydrographic Branch, NOAA, Seattle*



After a brief overview of NOAA and Coast Survey, Zezula got right into Arctic charting projects and techniques used. The U.S. government has put high priority on charting waters off Alaska, due to likely ratification of UNCLOS, even if the U.S. does not sign on.

UNCLOS will define the rights of sub-sea floor minerals. Surveying and mapping is vital to staking the claims, which must be submitted 10 years after ratification. Claims can extend to the greater of three lines on any place off the coast: 350 nautical miles from coastline; 2500m depth + 100 nautical miles (must be proven with survey chart), or an agreed boundary with your neighbors. Every Arctic nation is surveying, trying to find the Continental shelf, to get a head start on staking their claim.

NOAA considers traffic volume, amount of goods going into port and use (fishing, commerce) to prioritize coastline surveys. Alaska has approximately 50 years of critical surveys to complete, and it would take over 100 years to survey the entire region. The RAINIER and FAIRWEATHER spend a half-year in Alaska, carry 5-6 survey launches

and 45+ crew, and are assisted by the USCG HEALY and work with teams from Canada.

Accurate charting to meet strict international standards require a lot of correctors: tidal, water density, salinity, sediments, horizontal position, motion during soundings, and more. A fundamental shift occurred in 2007 with multi-beam soundings with millions of pings, which are then charted on grids, with spheres of influences taken into consideration. He showed detailed slides and explained some of the operational challenges to gathering this data. The production offices then do a great job of processing and converting all that data into readable charts for the public.

In 2007 arctic traffic and volumes increased. The last time the U.S. surveyed Arctic waters was in the 1950s and 1960s, and many current U.S. Arctic charts are traced back to data collected 200 years ago for British admiralty charts. Surprisingly, other than at river deltas, the charts are fairly accurate.

Zezula explained operation techniques from two recent trips. In the summer of 2010, the team surveyed Foulweather, Port Clarence and Little Diomedes, along the date line. The weather limited surveys around Port Clarence and in Foulweather they were able to

collect much more data. Around Little Diomedes they found nothing remarkable (good thing), current charts were fairly accurate, depth shallow and fairly pebbly, easy anchorage, often foggy, with constant 1-2 knot northerly current.

Summer of 2011 took them to Kotzebue Sound, which lead NOAA to release a brand new chart, which is a rare occurrence. Current charts were based on Captain F.W. Beechey's mapping in 1826. Marginal weather conditions with 4-5 ft. seas and a dense salty layer covered with warm fresh water from three rivers posed challenges to their operations and equipment. They had only a 2-3 minute window for launches, and operationally had to keep moving up the anchor chain. Comparing to original charts, the rivers had carved new channels, the coastline was a little off, but surprisingly accurate outside the river channels.

The 2012 plan is to focus on traffic corridors from Dutch Harbor to the Canadian border and back, laying down a general track line and finding the general sloping of the sea floor for UNCLOS work. Many assume the North Slope is flat, but they really don't know. They will be mapping approaches to villages, harbors and terminals as cruise ship traffic increases. ☆

DETERRING MARITIME THREATS WITH NON-LETHAL GLARE® ENFORCER

ERIC JOHNSON *B.E. Meyers Electro Optics*



Eric Johnson explained how their military and law-enforcement grade green glare lasers can be used as part of a ship's arsenal to deter pirate attacks. Green wavelengths are sensitive to eyes both in daylight and dark, and spreading the beam is similar to a deer caught in the headlights, day or night. Since implementation in the Middle East conflicts, checkpoint deaths have reduced significantly. The lasers will shut down if eyes are detected at a range that can permanently damage

eyesight; which signals it's time to use other methods of force.

When Mr. Johnson showed distances of effectiveness, Captain Paul Willers responded the laser would not be effective for crew use to deter an attack; the laser's furthest range is 2 miles, which on a ship ¼ mile long, the crew is already in the citadel if pirate skiffs reach within the 2-mile range. He does believe they could benefit the armed response teams aboard his vessels if pirates were to reach the vessel and attempt to board.

To keep devices out of the wrong hands, ITAR regulations restrict their sales to only those entities who are allowed to have them, mostly military and federal, state and local law enforcement (however the DOD may redistribute). The devices do not belong to any individual and are property of the entity, so in our case, the ship. Non-U.S. Flag ships will have difficulty obtaining products and licensing. ☆

Captain Paul Willers, a willing test subject, demonstrates the device powering down to a non-damaging level for eyes.





At the Professional Development Conference



ADVENTURES ABOARD THE USCG ICEBREAKER HEALY CAPTAIN BEVERLY HAVLIK *Commanding Officer, USCG HEALY*

USCG HEALY 2011 Missions

NASA ICESCAPE

Impacts of Climate change on the Eco-Systems and Chemistry of the Arctic Pacific Environment (ICESCAPE). Scientists took ice core samples and measured ice's reflective properties. Scientists discovered meltponds, where shallow layer of water sits on top of sheets of ice, act as skylights that disperse light below and discovered lots of plant/animal activity below.

Extended Continental Shelf Mapping

Mostly UNCLOS work, alongside the Canadian icebreaker *LOUIS ST. LAURENT* and assisted LCDR Zezula's mission he spoke about earlier in the day.

Arctic Boundary Current Study

Another multi-year study into McClure Strait, and the farthest east icebreakers have gone in any of these studies. They are looking to find where the waters from the Pacific and Atlantic oceans met. Captain Havlik explained the technique used to take water samples at various depths and was impressed with the live-time recordings they were able to capture.

Winter Biomass Study

Scientists studied the winter behavior of copepods. Operationally, the *HEALY* worked south with the ice edge chasing them back into Bering Sea. This was the first winter mission for the *HEALY*. The scientists took more samples than they anticipated, but not necessarily in the locations they wanted to be in, referred to as "adaptive research." A large storm in November chased them back to Dutch Harbor for safe harbor and the mission finished on Dec. 17th.

The *HEALY* deployed from Seattle on May 27th 2011 for four science missions and returned on February 5th after a town-saving diversion to assist in delivery of much needed fuel to Nome. The 254-day deployment was much longer than usual. Captain Havlik quickly covered the science missions themselves before going operational and showing time-lapse videos and graphics demonstrating techniques and challenges of breaking ice.

Captain Havlik explained ice forms at 29°F, depending on salinity, turbidity, pressure, winds, etc. As the surface starts freezing, it makes greasy looking lines. As it crystallizes, it forms into shuga ice, then grows to form small pancakes, then large pancakes, into floes, sheets, and rafting. Old ice is much harder than new ice, and what you see above the surface is only a small portion of what's actually there. Fresh snow on ice makes it very sticky.

Ice is very dynamic, constantly forming and moving. When entering ice, Captain Havlik advises, you want to *not* enter ice. Look for the path of least resistance, called leads. Satellite images, some infrared, provided by the NOAA weather field office in Anchorage, aided in route planning. Because ice is dynamic, what may have been an open lead three hours before could be sheet ice by the time they arrived at the coordinate. Route planing is essential, but "it's just a plan, and you can't be in love with your plan."

Captain Havlik didn't need to convince this crowd that ships are far more efficient than air deliveries for fuel. She went over some of the logistics and political aspects to put together the plan to deliver fuel to Nome. The ordeal started with a November storm that brought a 12-ft surge in Dutch Harbor, which temporarily sidelined the science mission. The weather turned unusually cold, real fast, and the regularly scheduled winter fuel delivery by tug and barge was on its

way to Nome and had to turn back when the storm hit, and then not capable of making the voyage once ice formed.

By the time all the politics and logistics were worked out, the *HEALY* and Russian-crewed tanker *RENDA* sailed from Dutch Harbor on January 6th with ice extending 350 miles south of Nome. To overcome language and communication challenges, she assigned designated talkers in each section for consistent voices and commands. Communication with the *RENDA* was difficult, as heard in audio clips of conversations between the two ships. Bridge watch increased from 3 to 7 persons.

The ships started off at about 1/2 to one mile apart from each other, moving at 7 knots, but as they moved farther north, speeds and distances decreased. While maneuvering in ice, speed can change very rapidly. The crew fixated on throttle and AIS to keep constant speed or distance between the ships. They tried to keep the engines at steady RPMs and moved throttles so as not to overtork the engines, even more challenging because the two vessels have different operating techniques. Captain Havlik isn't sure exactly what the capabilities of the *RENDA* are, but is classified for 1 meter of ice and supposedly had a 5400 hp engine and reduction gear, compared to the *HEALY*'s 35,000 hp and 3 engines.

Captain Havlik's crew captured time-lapse photos from the bridges of both ships to demonstrate the different maneuvers and ice breaking techniques to release the *RENDA*, based on the type of ice on each side of the vessel. Parallel cuts on each side of the *RENDA* loosened ice on each side and allowed *RENDA* to fall in behind. If a plate was in front of the *RENDA*, *HEALY* would run a figure 8 around the *RENDA* at around 4.5-7 knots — any faster seemed to pull the *HEALY* into the *RENDA*. When there was a large ice plate in front of them, *HEALY*

would cross perpendicular in front of *RENDA*'s bow. After trial and error, the *HEALY* crew figured out the timing for *RENDA* to start revving their engines on each maneuver, so *RENDA* could fall in line behind *HEALY* again. One particular video showed *RENDA* with one large sheet of ice starboard, not moving, with pancake ice portside, flowing past the ship. Captain Havlik had no idea this was what was happening until she saw the video.

Once they arrived in Nome, they were able to position the *RENDA* 460 yards from the breakwater, closer than anticipated. The town graciously welcomed both ships. Though the crew of the *RENDA* were not permitted shore leave, the villagers brought them comfort supplies. After 60 hours off-loading fuel, the *HEALY* and *RENDA* headed south again; now the ice edge extends 500 miles south of Nome. In addition to satellite images, they deployed their helicopters every few days to scout for leads. They reached the ice edge on January 28th and were back in Dutch Harbor on January 29th. Mission Complete.

In Q&A, Captain Havlik responded that yes, the native observers they bring on board claim there's more vessel traffic in the area, including an unexpected visit from a German cruise ship. The *HEALY* encountered a few yachts exploring the area, enquiring "how far does the ice go?" As for locations of possible USCG bases in the Arctic, there's no infrastructure set up in Alaska for it, and many of the harbors are not deep enough for the draft of their ships. ☆



Captain Cal Hunziker presents Captain Beverly Havlik with a Honorary Membership into the Council of American Master Mariners, Inc.

EVENING CRUISE ABOARD

STEAM PADDLE-WHEELER QUEEN OF SEATTLE

Thursday evening, we boarded the *QUEEN OF SEATTLE* on the south shores of Lake Union and traversed the ship canal through Fremont to Ballard and back while enjoying a catered salmon dinner and a tour of part of Seattle's maritime industry.



Captains Don Moore and R.J. Klein welcome Captain and Mrs. Georg Pedersen aboard.



From left: Captain Doug Subcleff, Lisa & Captain Cal Hunziker, Debra & Captain Joe Hartnett, Captain Klaus Niemi, Father Sinclair Oubre, Captain Dave Williams.

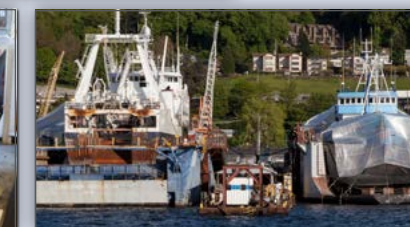


Members Captain Charles Lund and Mr. Will Watson mingle with the Master of the *QUEEN OF SEATTLE* before departure.

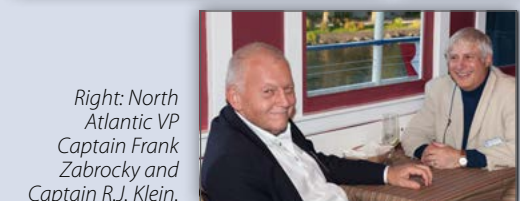
Above: Columbia River Bar Pilot Captain Deborah Dempsey keyed a melody on the steam calliope.



Right: Steam engine powers the paddle wheel. Below: Captain Chuck Lund and wife Debbie with Captain Dan Jordan.



Above and left: Dry docks line Lake Union and the Ship Canal, which connects to Elliot Bay and Puget Sound. Below: Captain Joe Hartnett was surprised at the number of wooden boats in the area.



Right: North Atlantic VP Captain Frank Zabrocky and Captain R.J. Klein.



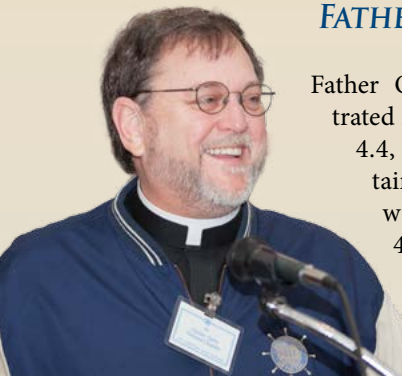
The Fremont Bridge, one of two bridges to open to let the *QUEEN* pass, and the Aurora Bridge towering high above, heading back to Lake Union.



At the Annual General Meeting

MARITIME LABOR CONVENTION 2006

FATHER SINCLAIR OUBRE *Chaplain, Council of American Master Mariners, Inc.*



Father Oubre concentrated mostly on Title 4.4, which pertains to seafarer welfare. Title 4.4 is based on recommendations dating as far back as 1936, when their goal was to protect the seafarer, his family, and convert him to a nice Christian man. Fortunately, it has evolved.

What's different about MLC 2006 guidelines are that they are binding; ports and countries cannot pick and choose which recommendations they want to implement. The guidelines are more extensive than previous recommendations.

Guidelines call for services to be available in ports and *aboard ships* (new concept) to all persons aboard the ship, including staff and entertainment (i.e. yacht and cruise ship employees). Services must be provided with indiscriminate policies and properly financed. MLC 2006 encourages establishment of Port Welfare Boards, hierarchically at local, regional and federal levels to ensure consistent services through regular reviews and evaluation.

Shore-based facilities must be easily

accessible and provide services on a non-discriminatory basis with input from shipowners and seafarer organizations. Facilities are to include meeting rooms, indoor and outdoor recreational facilities and equipment, educational resources, space for religious observance, and possibly a hostel. Safety and health facilities may be included. Services are to grow and evolve with the need of the seafarer— an example is that many foreign seafarers come into ports with laptops looking for Wi-Fi access, and we're still selling postage stamps.

Members must disseminate and promote their facilities to incoming seafarers, including any costs, and also educate foreign seafarers about special laws which are different from their home country.

If a seafarer is detained by local authorities, MLC calls for cooperation between counsel and local and national authorities, prompt due process, duties to inform flag state of detention, notify seafarer of their rights, notify next of kin, allow consular officers immediate and regular visits, and protect them from physical harm.

Funding is by far the most challenging issue, or as Father Oubre puts it, "the game of how not to take care of costs." Some ports have a mandatory port tariff for seafarer welfare, but most

are voluntary. The shipping owners are not organized enough nor willing to put up the funds. Father Oubre told a story of how one large company wants to defer the "donation" until the end of the year, and then base it on input from their employees about how well they did providing services. Centers can't operate on that model. It's estimated that the "little gray-haired church ladies" subsidize \$3 million annually to support seafarer welfare. With de-Christianization, aging supporters, decline of churches, and emphasis on many children's charities, centers are not getting the donations they need to operate.

MLC 2006 protects welfare taxes and special dues with mandates they are to be used only for the centers and services and can't be used elsewhere.

Poland has set an excellent example of how to carry out these provisions. A flat tariff is set on every ship for every port entry, and they have tremendous services.

MLC 2006 now has 26 of 30 countries signed on and many expect it to be ratified by the end of 2012. Will Watson made the point in the Q&A that the question now is not if it will be ratified or if the U.S. will be a signatory, but rather *how is the U.S. going to implement it?* ☆

POP QUIZ

Captain Doug Subcleff offered up three books for the masters with the top three grades on his afternoon pop quiz on the morning presentations.

Top scores went to:

9/10: Captain Chuck Lund *Flotsametrics and the Floating World* by Curtis Ebbesmeyer.

8/10: Captain Paul Willers *Across the Top of the World* by James P. Delgado

8/10: Captain Thomas Stapleton *Breaking Ice for Arctic Oil* by Ross Boen

Special Prize: Captain Beverly Havlik

She was the only one to get Question #7 correct: Danish Weather Glass. Her prize: a DVD for the HEALY's crew: *NOVA: Arctic Passage* (Franklin and Amundsen expeditions).



PDC MARITIME EDUCATION SPONSORSHIP INITIATIVE

Thanks to individual donations from the Seattle Chapter Executive Committee, the chapter created a maritime education sponsorship fund for maritime educators and students to attend the PDC at no cost to them. The seven who attended enjoyed the presentations as well as the interaction with a roomful of master mariners. This would be a worthwhile consideration for future CAMM PDCs.



STATE OF CAMM

CAMM National President Captain Cal Hunziker



We're in not bad shape; could be a lot worse. Financially, we're doing okay. We lost 31 members over the past year and have gained 50 as of last week. We're on the uptick, but it would be nice to have a three-to-one or four-to-one ratio, because we're all in line for that other list. With the resurrection of the Baltimore chapter, we've been able to attend and be represented at quite a few more functions in Washington D.C. with the U.S. Coast Guard, regulators and congress. We're getting better at getting our face out there in front of Congress and the USCG. *Sidelights* has helped quite a bit in spreading the word

about CAMM. Some of the stances we've taken have taken traction and people are beginning to listen and pay attention to what we have to say.

I look forward to our next regime expanding on that and hopefully moving us forward on the east coast.

The one failure I feel I had was that I was not able to get the New York Chapter restarted or a chapter started in Boston or Portland, Maine. With the recession, we were constantly short of funds. I believe where our dues are right now are at the max, and a dues increase would cause us to lose more members than we would gain in income. Our only other choice

is to find outside sources of income – to find sponsorships from companies and find ways for CAMM itself to sponsor seminars and other functions where we can make a profit. I'll be glad to lend my assistance to my replacement in those fields. We just haven't had the funds. It takes money to make money. And that's about it on the State of CAMM. ☆

NATIONAL OFFICER REPORTS

First Vice President

Captain Liz Clark

Present, counting ballots.

Second Vice President Vice President

Captain Vic Faulkner

Not Present, no report.

Secretary / Treasurer

Captain Donald Moore, Jr.

Before I get into the numbers, I want to thank all of you for the cooperation and help I've had the last seven years as your Secretary / Treasurer; it's an honor to be in this organization and work with you all. Thank you for that time.

As Captain Hunziker mentioned, our recruitment program of sponsoring three new members for a year of exempt dues is working and resulted in 50 new members since the last meeting in Baltimore, but unfortunately we did lose 31. The constitution reads, and I've been lax in enforcing it, "If a member has not made contact in 2 years, then we proceed with 90-day warning for termination." From 2007-2009, sent out 90-day notices and just before this meeting,

I sent out 87 termination letters. As a result, when we left Baltimore we had 842 members; now we have 775 active members. This breaks down to 702 dues-paying members: 505 Regular (R), 72 Regular Pilot (RP), 73 Special (S), 0 Special Pilot (SP), 3 S-16 (1600 grts), 10 Lifetime (L) and 37 Associate (A); and 73 dues exempt members.

Second notice dues invoices will go out in a few weeks to those who have not yet paid this year. Captain Tim Brown and the regional/chapter presidents have been very helpful in tracking down the lost captains list. That program has been successful – we've collected several thousand dollars in back dues over the past few years. Use of our electronic Membership Administration System (MAS) has been very helpful.

The treasury report for 2011 shows we collected \$58,800. This breaks down to dues - \$39,000; donations - \$191, *Sidelights* advertisements - \$14,810, raffle - \$3556; applications fees – \$960; and misc. income - \$240. We spent \$71,099; which gave us negative cash flow of \$12,000. We paid IFSMA dues and travel of \$3200; office supplies- \$600; post-

age - \$1760; printing - \$672; *Sidelights* - \$39,240; and website - \$775.

For income, we're averaging \$15,000 per year for *Sidelights*. Captain Tom Bradley has been working very, very hard, and the results have increased from appx. \$2000 in 2009 to as much as \$21,000 in 2010 for *Sidelights* funding. He would like to retire, and is looking for someone to train who will be as aggressive and successful in raising funds for the magazine.

For 2012 year-to-date, we've so far collected \$37,270 and spent \$25,700; as of yesterday, we're in the black for the year. Last year, our reserve funds of appx \$20,000 were in Merrill Lynch, which charged a \$65 fee and earned 18 cents interest; not a very good arrangement. In April 2011, we moved \$26000 into a Charles Schwab account and earned .64 interest, so ahead by \$64. More financial details are available in printed reports.

North Atlantic VP

Captain Frank Zabrocky

I have nothing to report – I don't have the job yet. I want thank Seattle chapter;

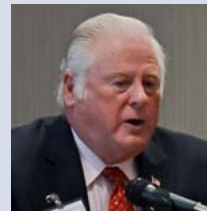
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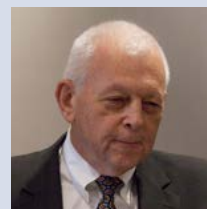
At the Annual General Meeting



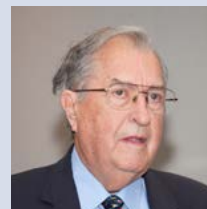
Captain Pete Chelemedos led the Pledge of Allegiance.



Capt. Donald Moore, Jr.



Capt. Frank Zabrocky



Capt. Jerry Benyo



Capt. Bob Phillips

Chapters >>>Cont'd from page 15
it's great to be here. I want to congratulate Cal on a successful reign and thank Don on the job he's done — when I was [CAMM] President, [2000-2002] we didn't have our finger on the pulse like that. Going forward, I hear a lot of comments about getting the New York chapter started again. I think that's great. I hope I find someone as enthusiastic in New York. I can't guarantee any results, but I'll give it the old college try.

South Atlantic VP

Captain Jerry Benyo

I've been to nearly every meeting in Tampa the past year; we've had surprisingly good turnouts. Captain Dave Williams has been doing a fantastic job— he's secured good speakers. Things are purring a long pretty good in

the Southeast.

Gulf VP

Captain Bob Phillips

Things have been going along fairly smooth in the past year – no drastic changes. The Mobile chapter is fumbling along with two gatherings a year with Captain Peter Booth in charge. They can't seem to get motivated over there. I only missed one meeting in New Orleans; attendance is typically at 6-14 per meeting, but trending down. Our Port Ministry meeting and Christmas luncheon were very well attended. Houston is the most active chapter in the Gulf, moving along very well.

South Pacific VP

Captain Klaus Niem

I've been getting in touch with guys in Honolulu and vari-

ous islands about establishing a chapter in Hawaii. It looks pretty positive right now; still have loose ends to tie up, but moving along.

I also spoke once again with Captain Bolton again about cadet chapter at Cal Maritime; however, there's a lot of political infighting within Cal Maritime, which has stalled the process.

One member suggested to me that CAMM leadership could see about using Condoleza Rice, who is pro-maritime and well versed in maritime industry, to go to next IMO meeting and relay our concerns about the industry. [Ed. Note: CAMM does not have direct membership in IMO, our IMO voice is through IFSMA.]

North Pacific VP

Captain Carl Johannes

Not Present, no report. ☆

CHAPTER OFFICER REPORTS

Seattle / Pacific Northwest

Captain R.J. Klein, President

As you know, the SPNW chapter is pretty active. In 2011 we averaged 18 members at meetings, with 44 people attending our October event. In February we honored our wives, which always goes over very well. In March, Captain Dave Shoemaker, master of the fishing vessel *GALAXY* that caught fire in 2002, spoke to us about the incident. The vessel survived but three crew members perished. He talked about how unprepared the crew was because of lack of safety drills due to the lack of regulations. I think we need to get people like him in our group— or at least on our side— so we can represent the entire industry, not just ocean-going ships.

In May 2011, Sarah Deland was the recipient of the \$5,000

scholarship from YMTA. This is a good way for CAMM to get our name out there. Julie Keim, owner of Compass Courses and supporter of CAMM, gave us a tour of her new lifeboat davit that sits on a flatbed truck that can be moved as needed for training. Our September 2011 golf tourney was down 20 golfers (likely do to the recession), but generated over \$8,000 for YMTA, down from \$10,000 the previous year.

In October we invited the golf tournament sponsors to our meeting, and were pleased to recognize Captain Peter Chelemedos as our Maritime Person of the Year. Chelemedos is the author of *Peter, the Odyssey of a Merchant Mariner* that appears in *Sidelights*, a WWII veteran and past chapter officer.

Our December guest speaker, Captain David Surface, captain on Washington State Ferries, the

largest ferry system in the U.S., maybe in the world, spoke to our members and we recruited him into CAMM membership. I'd like to see CAMM move toward recruiting a wider variety than deep sea masters to join us.

Columbia River

Captain Dan Jordan, Vice President

Our chapter is divided between the Portland and Astoria areas. Most luncheons are held in Vancouver, Wash., but a few times a year, the Portland crowd drives downriver to Astoria to meet the crew there; the next time will be in August. We're a fairly small group of roughly six or seven members attending on a regular basis. Attendance is bumps up a bit for our Astoria meetings, since all of the Columbia River Bar Pilots are master mariners and members of CAMM. Many are able to join us

pending ship traffic.

San Francisco Bay Area

Captain Klaus Niem, President

Our attendance is trickling down from 20 to 15 to 10 to three. It's embarrassing to only have three members present when a guest speaker comes. When I asked a wife of a national CAMM member (at a non-CAMM event) about why her husband doesn't come to chapter meetings, her answer was: "He's at work for 56 days, and home for 56 days, and during that time, he can't spare one or two hours to come to a CAMM meeting." To boost attendance, one member suggested we dedicate one meeting to pilots and companies, but so far have not had any response.

Captain Prince, Chief of Staff, District Eleven, USCG, volunteered to be a guest speaker at the local meeting and came with an interesting PowerPoint presentation of USCG vessels and Homeland Security.

Last month we donated a pair of binoculars with range finder and compass to the student at Cal Maritime with the highest GPA.

The Cal Maritime Alumni declined the opportunity to put the bow of the *TS GOLDEN BEAR II* on the Vallejo campus as a monument, so the bow is now in a Camden Shipyard and Maritime Museum in Camden, NJ. The ship was formerly the *USS CRESCENT CITY*, which participated in the Guadalcanal invasion in WWII.

The *JEREMIAH O'BRIEN (JOB)* just came out of shipyard after major work. To the chagrin of seamen, the shipyard painted the water line straight, so there's a bulge in the line once in water. The best vantage point to watch the America's Cup races next year will be aboard the *JOB*, which will need 300 volunteers. The *JOB* educational sleep-aboard program

for teenagers has inspired some of them to later sign up to go to sea.

A few months ago, a Horizon lines ship picked up four survivors in the Pacific, including one 9-year old boy. NBC is making a re-enactment of the incident and will be aired next month.

Los Angeles / Long Beach

Captain Dave Boatner, President

We average eight to 10 people per meeting, per month, except August. We generally don't have speakers but do discuss current maritime affairs of which Captain Chick Gedney's report is always invaluable. We have suffered, as I reported last year, a declining membership. Most members are above 70 years old, and we haven't received too many new memberships from the younger people. The ones we did recruit eventually got jobs outside of LA and have since moved. The points our chapter wants to bring up to the assembly is that we are very concerned about membership. We need to do a better job of getting our face known to the sailing master, and what CAMM does for them. Captain Tom Bradley's done a wonderful job with the website, but we wonder if the organization should look at an internet function towards the individual status rather than grouping by chapters.

If anyone's in the area, we'd be happy to have you. We meet the second Tuesday of every month at Ante's in San Pedro, which supplies the catering for the *LANE VICTORY*.

Houston

Captain Michael J. Mc Cright, President

I've always claimed that this should really be the Texas chapter; we have members from five additional ports in Texas,

and it's a disservice to the rest of Texas. Captain Tom Stapleton invigorated our chapter the last few years and got some really interesting speakers. We held meetings at the Seafarers Center, at the turning base in the center of Houston, which worked pretty well. We have a declining membership like everyone else. In the meantime, I've been asked to teach at TAMUG, so thought this was a great opportunity to get the student chapter involved in CAMM. We're now holding our meetings on the TAMUG campus; the students have been receptive and I'm encouraging them to write an article about their commercial or training ship experiences and submit them to *Sidelights*. I've got a few cadets who see and understand the benefits of that, so expect to see articles in the fall.

The last speaker we had was Captain James Cleary (who sailed with Captain Hartnett); the meeting was well-attended by people we'd never seen before. The hardest part is passing the message to everyone. Captain Stapleton made great strides in notifying papers to invite the general public to meetings. I haven't been as good yet, but it's something I will work to continue.

Where I see needed emphasis for CAMM is to network with the Nautical Institute and all of the maritime academies to get

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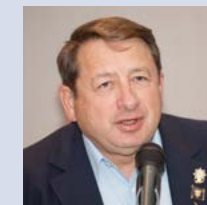
Capt. Klaus Niem



Capt. Richard Klein



Capt. Dan Jordan



Capt. Dave Boatner



Capt. Michael Mc Cright



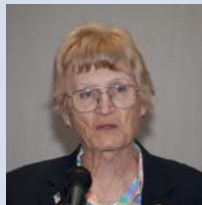
Houston Chapter members Captain Tom Stapleton, Captain Wayne Farthing and Captain Michael Mc Cright.



At the Annual General Meeting



Capt. Dave Williams



Capt. Liz Clark



Capt. Joe Hartnett



Outgoing National President Captain Cal Hunziker listens to reports given.



Father and son Captains Andy and Doug Subcleff, preparing for the next session. Both are integral members of the Seattle Chapter.

Chapters >>>Cont'd from page 17
our cadets and future officers involved with CAMM from the beginning.

New Orleans

Not Represented.

Mobile Bay

Not Represented.

Tampa Bay

Captain Dave Williams, President

The chapter is doing well with 45 members and an unofficial women's group meeting the same day of the regular meeting. There has been as many as eight in the women's group. The chapter held its annual social at Mimi's in March with 25 in attendance.

The chapter continues to bring in new members and has held the level of membership at a steady rate for several years. The chapters financiers are solid.

Port Everglades / Miami

Captain Liz Clark, Treasurer

We meet at the Deerfield Country Club on the third Wednesday of each month except in July and August. In December we held a combined Christmas party with the local Merchant Mariner Veterans' chapter. We normally have 10 to 12 members at each meeting, although our total membership is about 35. We have a lot of snowbirds, so during summer our numbers drop considerably. We don't normally have guest speakers.

Norfolk

Inactive Chapter.

Baltimore / Washington D.C.

Captain Joe Hartnett, President

As a member who's recently re-organized a chapter, I want to thank Captain Moore and Captain Hunziker for their assistance in getting Baltimore back on the map. We're up to 30 members and meet in Baltimore or Washington, D.C., and I thank Will Watson for his efforts in D.C. to get and keep things going, as we know it's important to have a presence in the D.C. area.

To increase membership, we've developed partnerships with Kings Point Alumni Association, Propeller Club, Schuyler Alumni, MITAGS, and other maritime associations with well-established memberships. We've been tagging along and hanging out with them at maritime functions to represent CAMM. Unfortunately, there are a lot of people out there who have no idea that CAMM exists or who we are. We're constantly putting the message out, and those relationships have helped immensely. We recently made a donation to Seafarers' Center in Baltimore, which interestingly, their greatest need right now is volunteer ship visitors.

We attended a National Maritime Day Celebration and made presentation, which included three USCG admirals in attendance. Last year we participated in the Maritime Congressional Sail-in with 170 members of Congress or their staffs. A lobbyist I'm in contact with says it's very difficult to meet key congressmen in D.C.—they've got a full docket. The local office is the most effective place to get face time, to speak with them and to get your points across. Unfortunately, most of

our favored congressmen are no longer in office, so it's a continuing process we have to stay on top of if we want to make any of our issues known.

I attended a forum at MITAGS on the future of the U.S. Merchant Marine and the Marine Highway System (formerly known as short-sea shipping). Sean Connaughton stressed the use of the term "highways," as more people can relate to it. Bottom line, they're looking at establishing 10 ships and to connect with DOD for dual-use vessels in order to provide funding. They'll also need harbor maintenance tax breaks. To boost the economy, they're looking at 10 LNG-powered vessels for coastwise trade, built in U.S. yards by U.S. labor. They've been discussing this subject for 20-plus years, and we hope that something comes of this. At least they're looking at creative ways to try to develop this system. Another plan is to convince the Navy to recapitalize the Ready Reserve Fleet, which is 30 years old. On the west coast, they're looking at Portland, Ore., to Southern California as the most profitable west-coast route. They're looking for smaller ports—30-foot drafts, small infrastructure, RORO, twin screw, etc. The key is LNG-propelled vessels for easier EPA compliance, which is now focused on the maritime industry. I'm on the contact list with lobbyist for the American Marine Highways system, and will feed CAMM information as I get it.

This June, Baltimore will celebrate the 200th anniversary of the War of 1812 with 30 visiting naval vessels. Recently retired, Captain Paul Hanley will be in charge of recruiting retired masters in the Baltimore area for CAMM.

New York / New Jersey

Inactive Chapter. ☆

COMMITTEE REPORTS

IFSMA

Captain Jerry Benyo

Many changes are taking place, including a change in Secretary-General. One of the candidates was a previous skipper for Greenpeace; after calling it to Captain Hunziker's attention, I sent in letter of objection on behalf of CAMM, and in the end, that candidate wasn't chosen. I'll meet the new IFSMA Secretary-General, Captain John Dickie, in June in Copenhagen. There are other changes on the executive council as well.

IFSMA's trying to get more involved in IMO. IFSMA is also trying to be very careful in their comments about what happened in Italy with the *COSTA CONCORDIA* grounding. The media crucified the master right away. IFSMA didn't want to jump on the guy because they don't know the facts, and it's still in the courts. There have been no recent reports and I'm sure there's a lot that will come out in the end. My own feeling is that the guy froze and didn't make some good decisions.

Captain Hunziker spoke up that Carnival announced that last week that the DVR will now record video on the bridge, monitoring it 24 hours from the home office, restricting the Masters' authority. He mentioned some implications that can have on the Master's ability to command the vessel.

Membership Committee

Captain Liz Clark

We've approved 50 new members in the past year. Please remember to tell the masters you sponsor they must include a copy of their current USCG license with their application for timely processing.

Sidelights & Website

Captain Tom Bradley,

Editor-in-Chief

What would you like to see with *Sidelights* or the website? We're working on the upgrade of the website, but need input and it takes time to implement.

I think it's the consensus of opinion that *Sidelights* has been successful; much more than we anticipated and encompassing more than we anticipated. But there's one drawback; it's expensive. We're trying to find other routes. We've been operating on the premise that if you get enough advertisers to pay for *Sidelights* you can publish, if you don't, we won't. We got about 75% of the ad commitments we needed to proceed, then some didn't pay, some dropped out. We are asking for donations and sponsorships. Some only advertised because we continued asking. We told them if we don't get ad money, we won't be able to publish; some are no longer able to do it. We mailed (and e-mailed) to potential advertisers a letter from the CAMM president along with *Sidelights* marketing information and rates to get our name out there and solicit advertisers; so its not for lack of trying, and we need help to continue soliciting advertisers.

We are trying to follow the rule, "ads must be marine related" and if I receive complaints, I tell them it's either we receive the monies for this ad or not publish, and that flattened out the complaints. The consensus is we need to keep going, but it's up to us how to do it. I think we can if we pull together as a team; one person cannot do it.

We need your help. Everyone likes the way it's done, and how it's done, and the last few years we've gotten more compliments

and praise than complaints.

Editor's note: The 35-minute Q&A session is summarized for space constraints and readability:

Further discussion on the ad on the inside front cover questioned if we were sending the wrong message about CAMM and what we were about. Captain Bradley re-iterated that it was a decision to either accept the money and publish, or not publish at all. He then went over the rates, posted on CAMM's website, and explained they are set at or below standard commercial rates.

Captain Bradley will listen to all the wildest ideas. To prove how crazy he was, he went to Publishers' Clearing House to put *Sidelights* on their list. We didn't meet their requirements: minimum of six issues per year and five years of previous subscriptions. We can't afford to go to six copies per year, unless we get more ad revenue.

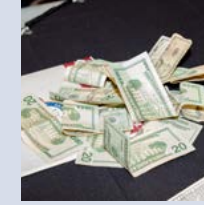
Discussions centered around budgetary costs; Captain Williams estimates *Sidelights* accounts for roughly 75% of the annual budget. He feels as an organization, we need to answer serious questions about where the organization is going and what they want to accomplish. He and a few others feel that while *Sidelights* is a neat little magazine, it's not necessarily about us and suggested it be pulled back to three issues at 24 pages.

Survey results from last year, along with the majority of members in the room, felt we cannot decrease *Sidelights* in terms of pages or issues per year. It is still the most effective method we have for communicating with both member and non-members and if we cut back, then we also

Continued on next page >>>



Capt. Tom Bradley



Cash for Sidelights Money talks!



Finance Oversight Committee Chair and incoming Secretary/Treasurer Captain Dave Williams questions available funding for *Sidelights*.



Committees >>>Cont'd from page 19
lose the few advertisers we still have.

Advocates for online only and printed copies were strong on both sides; congressional leaders, maritime schools, vessels, and our older generation membership prefer printed copies while the younger generation of masters we want to recruit prefer electronic.

When it was suggested to add subscription fee to the dues rate, Captain Bradley estimated costs at \$20 year for members to make up the additional

costs after advertisers. Captain William Good donated \$20 on the spot; many in the room followed suit, which totaled \$300. CAMM leadership has determined that raising the dues rate, even to cover *Sidelights* costs, is not an option (see State of CAMM address), though many other similar professional organizations charge at least \$200 per year for memberships.

In regards to getting CAMM's name out there, it was suggested CAMM designate a media contact for commentary

on incidents. There's a lot of training that the media contact would need to go through, and that's far more expensive than one year of *Sidelights*.

The bottom line is that it all comes down to find and implement a way to for *Sidelights* to be delivered more cost-efficiently, and to generate money for CAMM as well as *Sidelights*. ☆

OLD BUSINESS

Strategic Plan

Captains Cal Hunziker and Tom Bradley

Many are unaware that we came up with a Strategic Plan in 2010 for approval, but not much has moved forward with it. This was sent out to the Board of Governors before the 2011 AGM in Baltimore; where it was adopted, but was not discussed due to time constraints and nothing's been done since. We also have a communications plan and 4 years ago distributed a booklet on communications. We are not very good at follow-up.

Captain Hunziker read the first three sections of the plan:

Purpose: *"The strategic plan is the leadership document of The Council of American Master Mariners, Inc. It sets out The Council's strategic agenda, and guides all other planning initiatives of the organization. The Council's Strategic Plan explains what we want to achieve, and how The Council's National and Chapters will contribute to this vision."*

Vision statement: *"The Council of American Master Mariners, Inc. continues to be a recognized and respected organization, representing the interests of ship masters and senior deck officers, from which advice and guidance will be sought."*

Mission Statement: *"The Council of American Master Mariners, Inc. is dedi-*

cated 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."

This continues on with sections on actions required to support our missions and vision, which include communications and public relations, member sustainability and development, advocacy and education, fiscal implications, and it goes on.

Two people can't do this alone. We have 30 in this room and over 700 members. This has to be done organization wide. Unless we get the support of the rest of the organization, we're just standing up here flapping our lips.

After discussion, a decision was made to e-mail the document directly to CAMM members for comments rather than post on the public website. Look for this sometime this summer! Comments should be directed to newly elected CAMM National President Captain R.J. Klein. ☆

NEW BUSINESS

Election Results

Captain Michael Mc Cright

134 ballots were in favor of slate with four write-ins for Captain Frank Zabrocky (#1964-R), and one write-in for Captain George Sandberg (#1919-R), both to replace Captain George Previll as the North Atlantic VP (Capt. Previll crossed the final bar in January, after ballots were mailed). The election results were certified by those in attendance.

Finances

Summarized

The finance committee recommended and approved the National Budget for the 2012 fiscal year, which was adopted by members attending, though membership adoption is not required by By-Laws. CAMM members may request a copy of the detailed spreadsheet from Treasurer Captain Dave Williams.

With new officers, new signatories must be added to CAMM's bank accounts. Federal banking regulations require that any changes to bank accounts or signatories are reflected in the organization's official meeting minutes via motions.

After much discussion regarding regional vs. national banks, ease of obtaining accounts as national officers change, a motion passed to move the cash flow account to the same bank as our reserve funds, Charles Schwab. ☆

CURRENT POSITIONS

Criminalization of Shipmasters

OPPOSE the arrest and detention of shipmasters and crew in the wake of a maritime incident. SUPPORT IFSMA position calling on the USCG, IMO, ICS and other international bodies to cease actions which may result in false imprisonment without trial.

Ports of Refuge

SUPPORT a requirement that Port States permit ships in distress to have access to a nearby port of refuge, as approved by the Master, rather than forcing such a ship out to sea.

One Man Bridge Watch

OPPOSE one-man bridge watch in effect in some commercial fleets. SUPPORT amendment to international regulations requiring an additional bridge watchstander for vessels of 1600 gross tons and larger.

UN 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 conducted without the benefit and protection guaranteed by the Constitution of the United States.

Witness Treatment by US Officials

OPPOSE detention of crew of violating ships for the purpose of serving as material witness(es) for an unreasonable period of time, causing loss of liberty, wages, and proper due process. "Unreasonable period of time" is defined in this instance as exceeding the 29-day period after which a D-1 visa would expire, leaving the crew member(s) unable to move about freely in this country.

Contamination and Safety

SUPPORT efforts of all regulatory agencies to detect and hold accountable all substandard vessels of all flags and registries which contaminate U.S. waters through discharge of oil, contaminated water, sludge, sewage, etc. Ships infested with roaches, rats and other vermin having insufficient fresh water for crew needs, and lacking basic safety and sanitation conditions should not be permitted to operate in U.S. waters.

ILO/IMO Guidelines for the Fair Treatment of Seafarers

SUPPORT the recommendations of an ILO/IMO Working Group on the Fair Treatment of Seafarers, to develop internationally accepted guidelines for addressing actions against and criminalization of seafarers.

Seafarers Identification Biometric Cards

SUPPORT U.S. adoption of ILO Convention 185 for Seafarers Identification Biometric Cards.

ILO Maritime Labor Convention

SUPPORT U.S. ratification of the ILO Maritime Labor Convention (MLC) 2006 to eliminate sub-standard shipping with respect to maritime labor. MLC 2006 lays down stringent rules regarding working conditions and requests proof of compliance from ships. Port State control officers have the power to fine and detain ships which do not abide by the "Seafarers' Bill of Rights".

Watchstander's Fatigue and Task-based Manning

SUPPORT the IMO's proposal to further reduce the 91 hour week work hour limit. Additionally, CAMM urges that the USCG change its minimum manning policy to conform with the Guidelines on the Principles of Minimum Safe Manning as adopted 30 November 2011 and require all SOLAS vessels enter-

ing U.S. ports to also comply with the Guidelines.

—*Reworded in 2012 to condense two related positions to one.*



Captain Dave Boatner succeeds in convincing members to combine two positions into one, watch-stander fatigue and task-based manning, as "they are two prongs on the same fork."

Seaman's Manslaughter Act

SUPPORT changing the Seaman's Manslaughter Act to require a higher standard of proof than simple negligence.

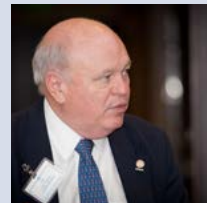
U.S. Coast Guard ownership of Merchant Mariner Credential (MMC) / License

OPPOSE Coast Guard position that the agency owns the new Merchant Mariner Credential (MMC)/License issued to a seaman and can revoke or recall at 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.

Vessel Documentation, Inspection & Mariner Credentialing

SUPPORT the transfer of vessel documentation, vessel inspection and mariner credentialing from Department of Homeland Security to Department of Transportation. This change would align U.S. maritime policy with that of other seafaring nations.

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Associate member Mr. Will Watson proposed two new positions in response to North Koreans recently disabling GPS systems near their territories: Redundant Navigation Systems and Training in Celestial Navigation.



Captain Tom Stapleton proposed CAMM take a stronger position on e-nav than simply supporting IFMSA.



Captain Joe Hartnett pointed out that CAMM did not have a position on file in regards to the Jones Act, and proposed CAMM support its retention.



Recently retired Captain Paul Hanley proposed a new ship design requirement calling for lifts aboard certain large vessels.

Positions >>>Cont'd from page 21

IFMSA E-Navigation Comments

SUPPORT IFMSA Working Group recommendation that watchstanders participate in the design and development of E-NAV equipment and that watchstanders, rather than technicians, operate said equipment on the bridge.

International Piracy On the High Seas – Elimination of

SUPPORT the UN resolution adopted Dec. 17, 2008 and urge the militaries of the world to work to defeat piracy wherever it occurs. CAMM asserts that it is the responsibility of the U.S. Government to provide the force protection necessary to ensure the safety of life and property aboard U.S.-Flag vessels.

Under-Qualified 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.

USCG advancement to Chief Mate 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.

Recognition of Foreign licenses, STCW certificates, and endorsements on U.S. Vessels

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

Lifeboat Safety

SUPPORT IFMSA's position on developing industry standards for design study, stability, and fall-preventer devices for on-load release hooks for lifeboats. CAMM further supports standardization of lifeboat controls and operations, including procedures for launching and retrieving the lifeboats.

Physical Guidelines for Merchant Mariners

OPPOSE new changes in the form required for physical exams for merchant mariners. The form should be simplified, made to conform to requirements used by the Federal Aviation Administration to qualify aircraft pilots, and acceptable if signed off by a qualified medical provider.

ADOPTED IN 2012 Redundant Navigation Systems

SUPPORT proposals made at the IMO that a redundant electronic system, including but not limited to LORAN-E, be established to back-up GPS technology.

Training in Celestial Navigation

SUPPORT the inclusion of celestial navigation competency as a component of deck officer certification.

Maritime Electronic Systems and Software

SUPPORT all efforts of watchstander (end-user) participation in the design and development of electronic navigation systems, including ECDIS, and maritime software.

Jones Act

SUPPORT the retention of the Jones Act.

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. ☆

2012 LALONDE SPIRIT OF THE SEAS CAPTAIN TIM BROWN



Captain David Boatner accepted the award on behalf of Captain Brown, who was unable to make the trip from Maryland. Captain Brown's presence was missed and many cannot recall a CAMM National Meeting where Captain Brown was not in attendance.



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 Tim Brown #1494-R, a charter member of the CAMM Tampa Bay Chapter, was instrumental in the formation of the Tampa Chapter, culminating with the issuance of the charter in 1989.

Captain Brown embarked on his maritime career in 1961, when he entered the United States Merchant Marine Academy at Kings Point. After graduating in 1965, he sailed as deck officer, including Chief Mate, on various vessels carrying vital military supplies to U.S. forces in Vietnam.

He sat for and received his Unlimited Master's License in August 1970, five years to the day that he received his original Third Mate's License.

From 1970 to 1974 Tim sailed part time while he attended Graduate School at the University of South Florida in Tampa, and at the University of Pennsylvania. In the winter of 1974 he received a Master of Science degree in Accounting, and a Master of Business Administration degree specializing in Labor Relations from the prestigious Wharton Graduate School at the University of Pennsylvania.

In 1975 Captain Brown returned to sailing full time, starting as Chief Mate with Puerto Rico Marine. In 1978, he started sailing with SeaLand as Chief Mate. His first command was the S.S. SEALAND CONSUMER in 1983. He remained with SeaLand until 1991.

Captain Brown is currently serving his fifth term as IOMM&P President, an

office he ran unsuccessfully for twice, before finally winning the office in 1991, a position that he still holds today, 21 years later. Captain Brown serves as chairman for all IOMM&P Trust plans.

Captain Brown has devoted a great deal of his energy these past 14 years to explaining the advantages of a U.S. Merchant Marine to the American public at large and to policy makers in Washington. While doing this, he has managed to strike a delicate balance between the interests of organized labor, American shipping companies and the maritime industry.

Significant milestones in Captain Brown's maritime career occurred when he was recognized by the United Seaman's Service as an individual who distinguished him-

self by his outstanding efforts in promoting the American Merchant Marine. He was made an Admiral of the Ocean Sea at their annual AOTOS awards dinner in New York in November 2002, and awarded the silver Christopher Columbus Statuette. In May 2009, he was inducted into Maritime Hall of Fame at the U.N. for exemplifying the qualities of futuristic thinking that will guide the maritime industry in the 21st Century.

Captain Brown is a member of many organizations, including Boston Marine Society and New York Marine Society. ☆



Captain Tim Brown at the 2011 CAMM Gala Dinner in Baltimore.



W KEYNOTE SPEAKER WILL WATSON MARITIME SECURITY

- CAMM Member #3256-A
- Deputy Commissioner for Maritime Affairs, Republic of the Marshall Islands
- Maritime Security Liaison, International Registries Inc. (IRI)
- Delegate to the United Nations Contact Group on Piracy off the Coast of Somalia
- Vice President & Governor, Maritime Security Council
- Member – Board of Advisors, National Maritime Law Enforcement Academy
- Maritime Journalist; former Deputy Editor-Americas at Fairplay Magazine

Mr. Will Watson, #3256-A, needs little introduction. We all know him primarily as a maritime journalist and policy expert. Over the past few years, his career focus has turned to maritime security policy, in which he is involved in several organizations and projects.

Watson explained the models of piracy. The traditional model is typically seen in the South China Sea, Malacca Straits, etc, where the pirates sneak aboard, rob the ship of cash and valuables, sneak away, and very rarely take the ship. Caribbean pirates are typically drug smugglers who kill yacht passengers and crew to smuggle a single load. Often it is days or weeks before the yacht is reported stolen or missing and anyone starts looking for the ship.

A newer model is emerging in the Gulf of Guinea; pirates target cargo, mostly tankers, hold hostages until the cargo is off-loaded, then release the crew and ship. These pirates are fairly mild, yet have no qualms about killing.

Somali pirates are a whole new game. Increased military presence has not dissuaded pirates. Privately Contracted Armed Security Personnel (PCASP) teams aboard vessels once deterred pirates to move on to an easier target, but now desperate pirates are engaging PCASP teams. Somalis will continue their piratical practices until law is brought into a lawless land.

Escalation fears are becoming reality. Currently Somali pirates are holding 12 vessels and 173 crew. Their success rate is down from approximately 65% to 10%, which may sound good, but has a down-

fall. Negotiations are tougher because pirates are demanding more money to make up for lower success rates, thus hostages are being held longer. The longest-standing hostages and vessel is the *MV ICEBERG I*, taken in March 2010 and has since gone ashore and grounded. The multi-national crew has been taken to god-knows-where within Somalia.

Watson referred to a youtube video criticized by many as an over-reactive PCASP team, but what is not shown on that particular video stream is that at the time, those soldiers were still taking fire from pirates outside the video frame. As long as those soldiers are still taking fire, they're going to return fire.

EU NAVFOR and a few other organizations are leading the way to come up with best solutions and practices to safeguard ships. Things are happening and Europeans have made a determined decision to bring military assets and reconnaissance into the Somali area, possibly even a European military insurgency.

Of the tens of millions dollars of ransom money, most is ending up in Kenya as shopping centers, nice homes, condos, businesses, etc. In Kenya, no one asks where the money comes from. Try that in any bank in the U.S. and an IRS agent would for sure visit you!

A few years ago, Interpol began using some of the same techniques they use to track drug smuggling to track ransom money. Cell and sat phones seized from captured pirate skiffs and vessels contain an amazing amount of data for tracking and identifying negotiators and other players. Of the several negotia-

tors captured and prosecuted, most have received life sentences.

The U.S. Navy captured pirates who attempted to board the *POLARIS* in 2009, but were beaten back by the crew. The U.S. Navy took the captives back to the *POLARIS*, the crew identified them, and the pirates have been in jail since. Kenyan law insists on eyewitness testimony, and Kenyan defense attorneys use delay tactics because they know crew members are not easy to find four years later. In one case, a Filipino crew has flown back to Kenya to testify on Marshall Island's expense to keep the pirates in prison.

Mr. Watson explained that the relationship between the U.S. and the Marshall Islands (MI) is bound by a Compact of Free Association, which among other things, allows the U.S. exclusive use of land for armed forces and their citizens may enlist in U.S. military forces. The U.S. military is bound to protect Marshall Island flag ships just as much as U.S. flag ships, therefore, Marshall Islands is often thought of as the 2nd U.S. flag fleet. [History – the Japanese-occupied Marshall Islands was invaded by the U.S. in WWII, and thereafter, a testing ground for U.S. nuclear weapons and in 1956 declared the most contaminated place in the world, which led to compensations and subsidies from the U.S. government.]

Mr. Watson opened the floor for Q&A, leading to a discussion on military vs. private teams. PCASPs aboard U.S. vessels are typically American or British ex-military personnel: marines, SEALs, special forces, etc. Many believe it is the role

of the U.S. Navy to protect U.S. flag ships, the original role of the Navy. Watson later explained part of his job is to write letters to authorize a military boarding of their MI vessels. Part of the BMP's (Best Management Practice) requirements is that the military cannot board until all crew members are inside the citadel.

Italian and Israel fleets carry military forces. Although Indian crews count for the majority of hostages in Somalia, India is concerned if they over-deploy their military to refute pirate threats, they may be vulnerable to attacks from Iran and Pakistan. The discussion morphed into preferred weaponry: guns, ammo, tracers, etc., the amount needed, and logistics and procedures while transiting areas where arms are not allowed. It was pointed out that RPGs and product tankers don't mix well. Captain Paul Willers, the only active sea-going master in the room, chimed in with his experiences with PCASPs (see *Sidelights* April 2012). Watson then pointed out that the military are not peace-keepers; their job is to break and kill.

Another major factor is distinguishing the legitimate fishermen from the pirates. Fishing is an integral part of local economy, and the pirates use the same kinds of boats and skiffs. Watson reported that drones have been successful in distinguishing them apart.

Watson went on to explain that only half of Somali pirates return to shore; most succumb to malnutrition or are lost in storms. Of course, the Somali media is not reporting this, because it hurts the piracy industry's chances for recruitment. The country is so poor, that many see the risk worth it.

On the lighter side, members speculated at how realistic the upcoming movie on the *MAERSK ALABAMA* incident will be, which is currently filming but no release date set. Captain Benyo remarked he turned down a casting call. ☆

CAPTAIN CAL HUNZIKER CHANGE OF COMMAND CAPTAIN R.J. KLEIN



Thank you to Captain Cal Hunziker for four years as CAMM National President. Relief Captain R.J. Klein presents Captain Hunziker with a John E. Hand & Sons Duo Pen and Pencil with a sterling silver top with a navy barrel and engraved with his name.

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Captain Cal Hunziker with wife Lisa.



Sharp-dressed men Captain Rogers Schwartz and Captain Any Subcleff.



Captain Joe Hartnett in an engaging conversation with Seattle member and Washington State Ferry Captain David Surface.



Columbia River member Captain Bill Good with wife Shiela.



Captain Jerry Benyo and Captain Georg Pedersen.



Captain Bob Phillips and Captain Tom Stapleton with wife Martha.



Keynote speaker and Council member Mr. Will Watson and Father Sinclair Oubre.



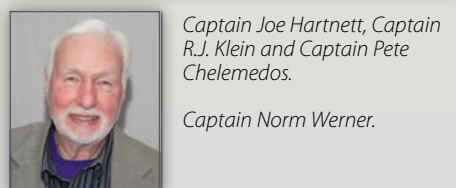
Captain Joe Hartnett, Captain R.J. Klein and Captain Pete Chelemedos.



Seattle wives Lyn Klein, Amy Subcleff and Betty Subcleff.



Captain Wayne Farthing (Houston) and Captain Paul Willers (Seattle).



Captain Norm Werner.



Captain R.J. Klein reads names of raffle winners drawn by Father Sinclair Oubre after Captain Don Moore spun the wheel.



Andrea and Captain Jerry Sawyer, Captain Norm Werner, and Marianne and Captain Bill Bundgren.



Captain Jerry Benyo upon hearing his name called for the cash raffle.

CASH RAFFLE WINNERS

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- \$223 Captain Jerry Benyo #773-R of Safety Harbor, FL

War with Somali pirates is heating up

Even as the military, governments and the maritime industry are stepping up action against Somali pirates,



by Will Watson
#3256-A

the pirates themselves appear to be using more aggressive tactics against commercial ships operating in the theater.

pirates and the PMPF operators.

Such stories have emerged before and have been difficult to confirm. Sources in the region say rescue attempt was made at Bina, near Bargaal, where it was moved to from Hurdiyo, a small village between Bargal and Hafun in Somalia's Bari region. The captive tanker may now be moved to another area.

Fierce attacks reported

Reports are now being received of attacks by as many as a dozen speedboats with heavily armed pirates aboard— attacks that have led to running gun battles between the pirates and armed teams. Fortunately, none of the attacked vessels have been taken and no serious injuries have been reported among the armed teams or crews.

Those skirmishes came as the International Maritime Organization was calling for international standards on the use of force by armed teams against pirates. "International standards or regimes should be established," IMO Secretary-General Koji Sekimizu told reporters, adding that, "That regime should not be made compulsory, but provide an international framework on which the flag state and the (shipping) companies may decide to employ arms on board."

This escalation is thought to be a response to the flagging success by pirates in capturing commercial ships since most began taking on armed teams some months back. There have been 151 attacks on ships in 2011, compared to 127 in 2010 — but only 25 successful hijacks compared to 47 in 2010.

Private patrols joining navies

Soon, the 25 military vessels — from the EU and NATO countries, China, Russia, India and Japan (patrolling approximately 3.2 million sq miles of ocean) will be joined by private armed craft that plan to offer protection to convoys of commercial vessels. The private company, Typhon, is buying three boats, which are currently being fitted out in Singapore. Those boats will be used to



Navies interdicting and destroying pirate dhows.

establish an exclusion zone around escorted convoys... convoys, whose routes will be dictated by commercial dictates, unlike those transiting the Internationally Recognized Transit Corridor (IRTC). To sweeten the deal, Typhon's leaders say that vessels using their services will get a major break on insurance premiums.

Another nation to try pirates

The Indian Ocean nation of Mauritius has said it will accept and try suspected pirates captured by British forces patrolling the Indian Ocean under an agreement with the United Kingdom. The

Continued on page 29>>>

Thoughtful Haste on Arm Guards is Necessary



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

Piracy is spreading in the general lawlessness of the world.

There are purveyors of controlled violence against pirates who now want to set the rules for us to follow. We are going through a time of great creativity and change and of great violence. These have gone hand in hand historically. Rome in the time just before the peak of the Empire and just after it was in much the same situation. The Italian Renaissance as well as the northern European Renaissance and the first Industrial Revolution showed similar characteristics as those today. We can deplore the violence while we applaud the creativity. However creativity cannot be fully realized for the common good without suppressing the violence. A legitimate function of government is to keep the peace to allow creativity to flourish. Governments are now failing us with older models of governance which do not work. We will survive the current situation, but there must be a better way to do things.

As a matter of history, England in the 16th century harnessed piracy for its own ends by reinventing the letter of marque and reprisal. Essentially, by issuing such letters to pirates, pirates were concerted to state-sponsored privateers. This solved two problems. I reduced the lawlessness— against the Crown and British trade. It also brought Spanish gold back to the Crown to continue its fight against the Inquisition

and France— the two perceived political problems for the times. The Crown is nothing if not nimble. By 1648 the Royal Navy was split from the mercantile marine (Captain Combershall was the first man modernly to have the title Captain of one of our vessels as well as of a royal naval ship in wartime), uniforms were issued, a rotational scheme for officers was set up and everyone got paid on time thanks to Samuel Pepys, the diarist who was the Naval Board's secretary. Pirates remained and the Royal Navy's job was now to suppress them and to keep trade open for the nascent Empire as well as to project England's force on the seas. It worked well until the end of WWII. The U.S. Navy took over the policing of the oceans then. However, the suppression of piracy was removed from the mission of the U.S. Navy in the 1970's. The RN did it for three centuries and seriously. The modern USN effected it for two decades. One recalls that once the Barbary pirates were bribed into submission we took very few forays into piratical suppression.

The suppression of piracy is now becoming a topic of more frequent conversation both within shipping and in the governments of states. The focus has intensified as reports of private armed guards shooting and killing imputed pirates are becoming more obvious and frequent. The shootings off the west coast of India created a furore undampened by the apparent sovereign immunity of the Italian government who seemed to employ the shooters. This is not the case with some more recent shootings which

bring up a concerns. The rule of law at sea is imperilled by these shootings many governments and thoughtful maritime thinkers agree. There is no true a priori liability shield available under any flag derailing the prosecution of owners, agents, guards, the master and all their abettors. Those laws which apparently protect those involved in a shooting are mere technical changes in regulations or more complex policy statements without the force of law. All this means that one can be charged still for various things ranging from murder downward after a shooting because no immunity is in place. Those who suggest that self-defense is always applicable ignore that as an a posteriori defense which does not stop the wheels of a state's criminal system from turning and grinding away interminably in a mix of politics, strict liability laws, long delays in charging and other misapplications of policy in a territory largely unknown to guards, owners and prosecutors. Uncertainty always produces ideas bringing around certainty — if possible.

It is a proper government function to suppress piracy. It is a proper government monopoly to control and exercise violence for national and international needs. The pittance of money given the coalition of EU NAVFOR does little which can be causally linked to any decline in piracy off Somalia. Indeed, it may be that mixed missions of terrorism suppression and piracy suppression are confusing to all parties involved. My good friend Clay Maitland and I discussed piracy on a Maritime TV

presentation recently. It can be seen at www.mtv.com. The upshot was this: Clay and I agree while appearing to disagree. Our differences are of approach and procedure and not substance. We cannot afford economically or politically to issue letters of marque. We must have armed guards therefor. We must control these people. The guard companies must be utterly transparent and vetted by a credible third party. The turning over of our oceans to unvetted thugs and buckaroos is intolerable and is simply the creation of a first cousin to piracy. The guarding of our ships properly with private armed persons under clear rules agreed to by the flag states is currently an absolute necessity. Clay proposes a Convention to Suppress Piracy. I have proposed tinkering with SOLAS to meet the same need. Either way, the IMO must act— and act now. The situation grows more intolerable with each passing day. In the current economic cycle, states are gradually awakening to the fact expressed by a recent IMO general secretary: without shipping and trade half the world would starve to death and the other half would freeze to death. Piracy affects trade. It affects lives. It is time for the IMO to act as its legislative functions may do.

Watson>>>Cont'd from page 27
nation's Prime Minister Navinchandra Ramgoolam agreed to sign a memorandum of understanding (MoU) in London. Foreign navies trying to counter piracy off Somalia have been reluctant to take suspects to their own countries because they either lack the jurisdiction to put them on trial, or fear the pirates may seek asylum. ☆

Will Watson is a CAMM member and works as maritime security liaison for the Marshall Islands Registry, the world's third largest flag state. Will is also vice president and governor of the Maritime Security Council and sits on the board of advisors of the National Maritime Law Enforcement Academy.

The more disturbing trend is shaping up, however. The armed guards now want a place at the table in forming policy. Rather than accepting a role as servants of owners and governments the guard entities seem to believe that they— by force of their self-defined "profession" of shooting what moves if there only were rules and asking questions later— have an equal say-so on how they are controlled and managed at law. This is dangerous. We only have to look at how the unchecked security culture has affected deleteriously the domestic policies of the United States and be very wary of these people. Do we really want contracted guns policing us at sea under their rules? This is trading pirates for pirates with rules. The suggestions coming from the guards implies purely mercenary applications. I think that is a very bad idea arising from that quintessentially aggressive culture wanting even more power than life or death over pirates. It is a trend toward vigilantism. Beware of that kind of thinking. It is to our individual and industrial peril. The camel's nose is sniffing around the tent flap. We must keep the rest of the camel out in a very cold night no matter what are emotions tell us. ☆

Trouble Brewing Deficiencies on U.S. Flag Ships

by Captain Frank Zabrocky #1964-R
Those of you who don't already receive Dennis Bryant's newsletter probably should. One of his recent news items called attention to the alarming trend in deficiencies found on U.S. flag commercial vessels. This is bad news for mariners on several fronts.

For one thing, at least one regional port state control regime has placed U.S. flag vessels on its "grey list" for the past three years. This is likely to increase the oversight of U.S. flag ships by port state authorities overseas.

As a flag state, the U.S. must do its part to improve compliance. In order



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Dr. Captain John A.C. Cartner practices maritime law domestically and internationally. He holds and unlimited USCG Master's license and was master under charter the U.S. Navy Military Sealift Command on jet fuel carriers and master of container and tank vessels commercially.

to address the decline in compliance the U.S. Coast Guard has already initiated a campaign to hold repeat offenders accountable by targeting the company safety management system.

It sounds to me like mariners will now be facing higher scrutiny by regulatory authorities both overseas and at home and from their head office as well. Could it be that the re-engineering craze of a decade or two ago left the U.S. maritime industry short on population and/or experience? Is this decline due to reduced levels of shipboard personnel? Could we hear from some mariners on this topic? ☆

North American Emission Control Area and Lessons Learned in California



by
Captain Jeff Cowan
#3070-R

from Ships (MARPOL) designating specific portions of U.S., Canadian and French waters as Emission Control Area (ECA) in 2010. Ships will have to burn fuel oil with sulfur content not to exceed 1.0% sulfur. The ECA designation becomes enforceable in August 2012. In January 2015 the limit will be reduced to 0.1% sulfur.

California (CA) created similar regulations in 2009 to reduce vessel emissions for California waters as part of its continued mission to improve air. These are found under California Code of Regulations, Section 2299.2, "Fuel Sulfur and Other Operational Requirements for Ocean Going Vessels within California Waters and 24 Nautical Miles of the California Baseline."

The CA regulations require that vessels burn distillate fuel, either marine gas oil (DMA) with maximum 1.5% sulfur or marine diesel oil (DMB) with maximum 0.5% sulfur, in main and auxiliary engines.

California witnessed an increase in the number of Loss of Propulsion (LOP) incidents of over 100% in 2009 when the distillate fuel regulations went into force. The statewide average of 23 LOP incidents per year doubled, then tripled, after the fuel switch mandate came into

effect during 2009 and finally increased by almost a factor of four to 93 LOP incidents for the year 2011. The IMO Organization (IMO) amended the International Convention for the Prevention of Pollution

from Ships (MARPOL) designating specific portions of U.S., Canadian and French waters as Emission Control Area (ECA) in 2010. Ships will have to burn fuel oil with sulfur content not to exceed 1.0% sulfur. The ECA designation becomes enforceable in August 2012. In January 2015 the limit will be reduced to 0.1% sulfur.

California Fuel Requirements for Ocean-going Vessel Main (Propulsion) Diesel Engines, Auxiliary Diesel Engines and Auxiliary Boilers

CA Phase I

- July 1, 2009 Marine gas oil (DMA) at or below 1.5% sulfur; or Marine diesel oil (DMB) at or below 0.5% sulfur.
- August 1, 2012* Marine gas oil (DMA) at or below 1.0% sulfur; or Marine diesel oil (DMB) at or below 0.5% sulfur.

CA Phase II

- August 1, 2012, consistent with the 1% sulfur limit specified under the North American Emission Control Area established under the International Maritime Organization.

* The marine gas oil (DMA grade fuel) sulfur limit will be reduced from 1.5% to 1%.

- January 1, 2014** Marine gas oil (DMA) or marine diesel oil (DMB) at or below 0.1% sulfur.

Analysis of industry operations and conditions suggests the shipping community may respond to the new regulations in a variety of ways, especially along California.

The IMO 1.0% sulfur ceiling can be achieved by burning Heavy Fuel Oil (HFO) if the oil refiners recognize a market for this fuel. Unfortunately they continue to add capacity for converting relatively low-value HFO into higher-value distillate. At present, most of the ships now engaged in international commerce regularly burn HFO with sulfur content not to exceed 3.5% because HFO is the least expensive fuel on the market as of May 2012 (approximately US\$300 less per ton than the distillate fuels).

Ships coming into California are required to burn distillate fuel within 24 miles of the coast. Ships will start carrying three different types of fuel to remain IMO compliant: HFO at 3.5% sulfur, HFO at 1.0% sulfur and distillate fuel when calling California. For ship operators, using 1.0% Sulfur HFO will only increase shipping company expenses by US\$50 to US\$100 per ton versus US\$300 extra per ton for distillate.

By 2015, industry will have to increase carrying capacity for distillate fuel to remain in compliance with IMO mandate. For instance, a 1995 built ship was fitted with Low Sulfur fuel tanks which had a combined capacity of 800 tons in addition to the regular HFO capacity of 3,500 tons for continuing a voyage. Low

** This is one year prior to IMO regulation for 0.1% Sulfur Fuel in January 1, 2015.

sulfur tanks can easily be converted to carrying distillate.

Considering that the numbers of containership/bulkers exceeds demand for cargo carriers at this time, retrofitting these ships with expensive stack scrubbing technology to reduce sulfur dioxide (SOX) and particulate matter (PM) does not appear to be an option within the various trades. If ships are already operating at close margins, industry asks why invest in the stack technology? New builds could institute this newer scrubbing technology without the extra expense related to shuffling ship schedules and possible chartering issues.

Another option blends fuels (HFO with distillate) to achieve the 1.0% sulfur, but it has some challenges. First, compatibility of the fuels could keep the ship engine from achieving the 1.0% Sulfur spec by MARPOL. Secondly, the record keeping needed to show compliance could prove daunting. According to MARPOL, the ships must have analysis specifications of the fuel onboard. The ship will have sample analysis specifications of the HFO and sample analysis specifications of distillate, but it will not have a sample analysis of the mixed fuel being utilized or burned. Achieving the precision in records kept to the standard required for MARPOL documentation would be extremely challenging. Any inaccuracies or mistakes could jeopardize a ship's International Air Pollution Prevention (IAPP) certification.

Liquefied Natural Gas (LNG) maybe the way of the future, except the future is not here yet! Not to mention, there is a lack of infrastructure for supporting the widespread use of LNG for ship fuel.

Looking ahead to 2015 and the requirement for 0.1% sulfur within 200 miles of the coast of North America, 0.1% HFO does not exist and ships will have to burn distillate to remain in compliance which may require segregating tanks for increased capacity to burn the IMO treaty mandated 0.1% sulfur fuel or Ultra Low Sulfur fuel in 2015.

The fuel change 200 miles out has additional effects. Depending upon the engine wear and engine type, ships may

have to use a different Cylinder Oil and or change lubrication feed rates. Usually ships use Total Base Number (TBN) 70 oil when operating on HFO but the manufacturer B&W recommends changing to TBN 40 when operating more than one (1) week on Low Sulfur Fuel when sulfur is less than 1.5%. So to remain in compliance burning 0.1% sulfur fuel, company protocols must now address changing cylinder lube oil to limit excess wear on the engine. With computer controlled lubricators, this will be much easier than changing the feed rate on an older ship that requires a labor intensive manual change of feed rates. Opening up or segregating lube oil tanks to carry another lube oil means more piping, more retrofitting, more expense!

Routing

California experienced routing issues after the implementation of the LSFO requirements took effect. In 2009, ships coming to the harbors of Los Angeles/Long Beach took a route south of the Santa Barbara (SB) Channel Islands when coming from Asia to transit through the U.S. Navy Pacific Missile Test Range in order to postpone fuel switching.

In December 2011, the California Air Resources Board (ARB) expanded the 24 mile zone to reference the islands and rocks off the coast. This extended the compliance zone for burning distillate, and more ships transited through the SB Channel than past it.

When the 2015 ECA comes into effect, California may see ship routing change once again. Ships will return to transiting the Pacific Missile Test Range. If a ship is on a Great Circle course (course line intersects two lines of longitude or latitude at different angles) from Japan and transits the SB Channel, it will have to burn the more expensive distillate longer. Operators can achieve significant fuel savings by transiting the missile range by picking a waypoint directly west of LA/LB Harbors and proceeding via a rhumb line course (course angle crossing two lines of longitude or latitude at same angle). It would be around 50 miles longer but the ship would be

burning the more expensive distillate a shorter time at a cost of adding only two to three hours to the transit.

The international communities affected by the new IMO regulations have the opportunity to anticipate and prevent issues California experienced. California analyzed the difficulties distillate created and developed guidelines to help ship operators and engineers prevent and manage loss of propulsion incidents.

Guidelines for Ships Utilizing Low Sulfur Distillate Fuel Oil to Comply with North American ECA (after 01 August 2012 if distillate is used or 01 January 2015 when mandated)

Initial Entry

For vessels intending to enter the Emissions Control Area for the first time, the state of California advises the crew should conduct a "TRIAL" (actual) fuel switching within 45 days prior to entering ECA waters. Run main and auxiliary engines no less than four (4) hours on LSDFO. This will help identify any specific change over or operational issues or problems.

Repeat and Initial Entry

Part One: Training

Within 45 days prior to entering ECA Ports it is strongly advised ship engineers should exercise:

- Operating main engine from the engine control room.
- Operating main engine from engine side (local).

Crew should become familiar with "Failure to Start" procedures while maneuvering and establish corrective protocols for "Failure to Start" incidents.

Part Two: While Underway after Fuel Switching Completed (HFO to Low Sulfur Distillate)

Ships should ensure one of the senior***

Continued on page 32 >>>

*** Special Attention to International Standards of Training, Certification and Watchkeeping (STCW) Rest Requirements.

Emissions>>>Cont'd from page 31

engineering officers is in the engine control room while the vessel is in pilotage waters and be:

- A) Able to operate the ship main engine from the engine control room.
- B) Able to operate the ship main engine from engine Side (Local).

Part Three: Engine Guidelines

- Consult engine and boiler manufacturers for fuel switching guidance.
- Consult fuel suppliers for proper fuel selection.
- Exercise strict control when possible over the quality of the fuel oils received.
- Consult manufacturers to determine if system modifications or additional safeguards are necessary for intended fuels.
- Develop detailed fuel switching procedures.
- Establish a fuel system inspection and maintenance schedule.
- Ensure system pressure and temperature alarms, flow indicators, filter differential pressure transmitters, etc., are all operational.
- Ensure system purifiers, filters and strainers are maintained.
- Ensure system seals, gaskets, flanges, fittings, brackets and supports are maintained.
- Ensure that the steam isolation valves on fuel lines, filters, heaters etc. are fully tight in closed position while running on Low Sulfur Distillate Fuel Oil.
- Ensure that the fuel oil viscosity and temperature control equipment is accurate and operational.
- Ensure detailed system diagrams are available and engineers are familiar with systems and troubleshooting techniques. Senior engineering officers should know the

location and function of all automation components associated with starting the main engine.

Since publicizing the guidelines and working with mariners, especially those visiting California for the first time since the implementation of the low sulfur regulations, California is still working to decrease LOP incidents and has seen some progress in types of LOP incidents. This experience may serve ships utilizing distillate fuel to comply with the Emission Control Area regulations after 01 August 2012 or after 01 January 2015 when mandated, by helping ships to avoid loss of propulsion from fuel switching and the accompanying potential of spilling oil from allision, collision or grounding! ☆

Captain Jeff Cowan sailed aboard various containerhips as Master, capping a 35-year sea-going career. He now works for the State of California, Office of Spill Prevention and Response where his experience at sea and onboard vessels helps California make sound recommendations to the industry.

Captain Cowan reported on fuel switchovers and loss of propulsion in Sidelights, October 2011.

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Maritime Attributes



by
Captain Pete Booth
#3063-R

Attributes of the inspirational naval officer

Some ten years past, I wrote the following missive in response to a self-generated question as to what are the core ingredients of the successful Naval Officer?

In later iterations, I changed successful to inspirational simply because so many of my compatriots I had worked with in the Navy were undeniably successful, but not all were whom I would put in the inspirational category. Then, midway through my ten or so years in the civilian maritime arena, I dusted off the Navy original and came up with several versions of the equivalent for the ship's master. Rather than using "successful" or "inspirational" I settled on professional*. One could quibble on the choice, but to me the ship's master is a member of a profession with deep roots in the history books of most seafaring nations and, above all, he or she is a professional in the truest sense of he word.

Most all who pursue the maritime profession, be it Navy or civilian, have their act together and do a generally good job. Some may be superb ship handlers under tough conditions, some at handling their crew and others solid under duress. A few aspire and succeed at all of the above. They know it as does their crew and bosses ashore.

These pieces are good fodder for the seagoing mariner; periodically they are worth a quick read if only to reorient the brain to what's important. The reader is invited to add his or her embellishments to the mix herein.

Core ingredients of the top-notch Naval Officer:

- COMBAT: The raison d'être of the breed. When the time comes to confront the enemy, everything is second nature. He knows well there are no points for runner up. The name of the game is to win and anything else is rubbish. To be fully combat ready, face any adversary and win, is the Ph.D. of the Naval Officer.
- PATRIOTIC: Patriotism runs deep and is fundamental to the breed. Those who have gone before, heroes or not, imbue a legacy that is ingrained from the day the uniform is donned. When he salutes the colors, it is meaningful and deep-rooted and sometimes, unseen tears will well up.
- SACRIFICE: A Naval Officer straps it on 24-hours a day, 7-days a week and sometimes for months on end. He often lives in a little shipboard cubicle devoid of family and loved ones. His family endures separation. He does his obligatory shore duty, but strives to get back to the fleet and the tough job. He worries about money, but is not driven by it.
- JUDGMENT: Much of his paycheck accrues to sound judgment. He knows full well the fine line between right and wrong and moral and immoral and imparts this ethic down the line to his men. He takes the heat, if need be, and resists any compromise to good order and discipline knowing that if he does, the ability of his team to win is lessened.
- LIKES WHAT HE DOES: He loves his profession... He welcomes the challenges... He is intensely competitive. He may indeed question his motivation on occasion, but no matter, will grit his teeth and get the job done right. He'll feel good when he's done it. His troops will look up to him and vice versa. Most of

the time, he has fun.

- TAKES CARE OF HIS TROOPS: He knows his men — their strengths, foibles and problems. He does not coddle nor condone mediocrity. He ensures they have the wherewithal to do the job. Respect flows both ways. "Attaboys" are in public, "chain jerking" in private.
- FOSTERS TEAMWORK: He promotes a sense of team destiny and success and keeps a weather eye for weak links. Knowing the immense value of listening, he fosters a climate of feedback from his team.
- STANDARDS: He stresses that standards seldom change while understanding that the enforcement of standards do change, depending on the malleability of the leader. The Naval Officer will do his best to meet all the standards of the world's top naval power, even though some may be mundane.
- WORKS THE CHAIN OF COMMAND: He keeps his boss in the loop, both formally and informally. He resists the temptation to by-pass his chain of command by putting the responsibility where it belongs. He is loyal up the chain and, more importantly, down the chain thus fostering the team and the team's leaders. He is honest to excess and never distorts the straight word — up or down.
- LEADS BY PERSONAL EXAMPLE: With a strong work ethic, he knows the action, rewards liberally, is enthusiastic and presents an up-beat and positive zest for putting forth an above and beyond effort. His troops look up to him and respect him for what he is. ☆

*Editor's Note: Please refer to "Attributes of the Professional Ship's Master", Sidelights February 2010, the second piece Captain Booth refers to.

the time, he has fun.

the time, he has fun.

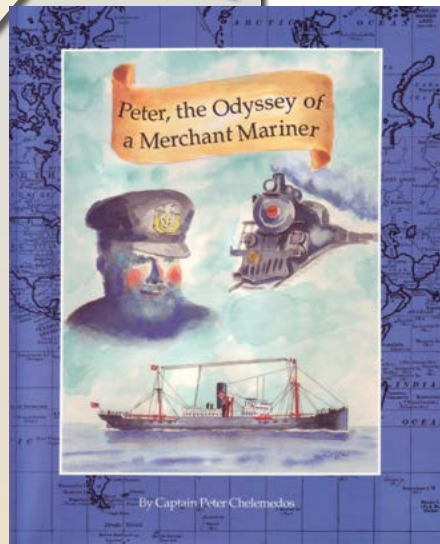
the time, he has fun.

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the time, he has fun.

the time, he has fun.



by Captain
Peter Chelemedos
#1671-R

Peter, the Odyssey of a Merchant Mariner

**Chapter 11: Richard J. Barnes
August - November 1940**

At New York, I went back to the National Maritime Union hall, turned in the endorsed permit card, and was issued a probationary book, which meant I could throw in for ship jobs along with the regular members.

From the NMU Inland Boatmen's division came a call for an Ordinary Seaman for the *MS RICHARD J. BARNES*, which was loading sugar from one of the South Street piers to carry up the Erie Canal to Cleveland. The *RICHARD J. BARNES*, was a canal freighter of 1,500 tons, long and narrow and, when loaded, low enough to pass under the bridges of the Erie Canal.

The trip up the Hudson River to Albany and Troy and then along the Erie Canal through the beautiful Mohawk Valley was different from the rolling waves of the ocean. After ridding my bunk of bedbugs, I settled down for a couple months of quiet cruising. The skipper had been a lighthouse keeper down east in Maine during the '20s, until he was discovered running rum in the government launch. He then went to work as cook on an Standard Oil canal tanker, made enough trips to qualify for sitting for a Pilot's license for the canal and eventually got one.

We sailed into Port Hope, Ontario, for a couple days to await our berth at

Cleveland. Robert Bennett, the messman, and I borrowed the local Sea Scouts sailboat one calm afternoon, and rowed it out of the breakwater onto Lake Erie before we put up the mast and rigged the sails. When we were about 500 yards outside the breakwater, a sudden squall blew up and we spent a few anxious moments roaring down the lake before we could lower the sail. At least I had sense enough to steer it toward shore so we did wind up in the lee of the breakwater.

We rowed over close enough so I could put Bob ashore to tow us on a "sea-painter" along the breakwater to the harbor entrance. By the time we reached it, the wind had died down so it was no trouble coming around into the harbor, but we had to row the entire length of the harbor to reach the dock. We were met by quite a delegation - Sea Scout skipper, a constable from the Royal Canadian Mounted Police, and various people who were preparing to rescue us if necessary.

None of them expressed

joy at that prospect, but were thankful we had returned safely. Confidentially, I was too.

After discharging the sugar cargo at Cleveland, we proceeded to Sault Ste. Marie, Michigan, for a load of calcium carbide to take back to Carteret, New Jersey, on our southbound trip.

The news of September 17 told of the SS CITY OF BEN ARES having been sunk by a U-boat. She was carrying about 191 children and their escorts to Canada, evacuees from the bombed-out cities of Britain. October 24, the SS EMPRESS OF BRITAIN was also sunk by a U-boat.



On deck, *RICHARD J. BARNES*, Lake Erie, summer 1940.

The third trip south was getting along into late October. All the trees in the Mohawk Valley were changing color and the beauty of the resulting scene was breathtaking.

Each trip, as we passed through the locks and I was ashore tending the mooring lines, I used my time memorizing bits of poetry. To this day, whenever I hear the lines of Kipling's *Gunga Din* or Paramore's *The Ballad of Yukon Jake*, my mind is back again walking lines along the Erie Canal on a beautiful fall afternoon.

The last day in the canal I was painting the top of the wheelhouse, a five-gallon paint bucket beside me. When I saw we were approaching a low bridge, I scrambled off, but but lacked the time to get the paint bucket off. The skipper walked out of the wheelhouse door to see what the noise was just as the paint bucket was knocked over the edge.

You guessed it. The red paint didn't go too well with his other clothes. I didn't get to make the last trip of the year. I liked the canal experience, but the paint episode cut short my plans to continue on that ship and, since the winter shutdown was approaching, there were no other jobs available inland. So I put my card in for another deep sea ship.

While awaiting a new berth, I paid a visit to Silvis and Davenport, sharing Thanksgiving dinner with Beverly and her mother and sister. Over the year since I had met her, Beverly had become a pen pal whose letters, written in that round hand of hers, were a welcome addition to my life. As we talked, that afternoon, she asked me, "What are you going to do with your life? You have the potential to go far. Are you just going to sail about the tramp freighters of the world?"

Thinking fast, I said, "No. I figure that if I can keep up my studies and get the sea time necessary, I should be able to get my Captain's license by the time I'm twenty-four." Talk about confidence!

I returned to New York and registered at the NMU hall. Then I paid a return visit to the British Apprentices Club.

It was still run by Mrs. Spaulding, a remarkable motherly woman who made the boys feel at home around the fireplace with conversation and tea. A select group of young ladies served as hostesses and gave a sisterly feeling to the youngsters (the apprentices ranged in age from fourteen to eighteen) far from home.

Since it was a club for Britishers, I had signed in the guest book using John Marshall's Wallesey, England, address. So long as I didn't overstay my welcome, I was invited back from time to time.

One evening I was standing with a group of chaps from the *JERVIS BAY* and the *GOVERNOR*, one of the Lamport and Holts rust buckets which was in port, when a few of the young ladies arrived. In the group was a dark-eyed beauty who was coming for the first time as a guest of one of the other girls.

My comment to the boys at the sight of her was, "She's for me." And I was introduced to Kay Hamilton.

After a few dances and chatter, I looked forward to seeing her again. I was happy to learn she had been invited to be one of the regular hostesses. When the evening was over, I walked her home to Preston House, a residence hall at Eighteenth Street and Lexington Avenue. Some evenings we walked by way of Times Square, where we spent hours at



Kay Hamilton

the Automat drinking cocoa and chattering away as teen-agers will do. Her personality was much like that of Beverly, and she was in New York where I could see her more often.

I had joined a new ship meanwhile, which was loading over in Brooklyn. So after I walked her home, I would take the subway over to my ship to be there before breakfast. Then I would stand my day watch looking forward to evening again. Since we wouldn't break off conversation until about 5:00a.m., I got little sleep for a week or so, until we sailed for West Africa on the *SS CATHLAMET* for Barber West Africa Line.

Just before we sailed, the newspapers carried the story of the sacrifice of the *JERVIS BAY*, an armed merchantman guarding a convoy across the North Atlantic toward England. The German pocket-battleship *ADMIRAL SCHEER* approached the convoy. *JERVIS BAY*, instead of scattering with the rest of the ships, faced the *SCHEER* and delayed her long enough for the other ships to escape. *JERVIS BAY* was sunk in the ensuing battle. There were, I understand, 65 survivors, but whether any of the apprentices I had met at BAC were among them, I never learned. ☆



Kay Hamilton, Fall River, Massachusetts, January 1942.

Letter from new IFSMA Secretary-General



by
Captain John Dickie
Secretary-General
IFSMA

My name is John Dickie and from the 15th June 2012, I will be the Secretary-General of IFSMA. This article is to introduce myself to all of you and reassure you that the good work that was carried out by Rodger MacDonald will be continued and progressed.

My career has been in shipping for the last 42 years, and I have held a number of important positions before starting my own company in

2010. This company will continue and through it I will be able to progress my role in IFSMA and advance the organization with your support.

A number of initiatives will be brought forward to assist all of the Members and their Associations to grow while at the same time keeping costs down. The Secretariat is there to support the membership. It is hoped that while doing business I will be able to visit Associations and Members and be able to progress my role in IFSMA and advance the organization with your support, as well as getting to know the office bearers.

Part of this process is by ensuring that there is more transparency and feedback to the branches and the membership—reporting processes from the IMO and letting members know of projects that are being handled and the position that IFSMA has taken.

Too often seafarers do not speak out about the work that they do. This will change, and there is a need to know what branches and Associations are involved in because it may be that another is doing the same work. Therefore, we will be able to share resources. All members will be requested to put their thoughts forward towards charting the way ahead. I do not think it will be easy, but I look forward to the challenge.

At this time I cannot give you exact details; this will only

happen after I am officially in office. All I can say is that together we can make a change and one of the most important is striving to stop the criminalization of the shipmaster. This is at the top of my agenda.

I am looking forward to speaking to you in future editions. 🌐

The Council of American Master Mariners, Inc. and Sidlights welcomes Captain John Dickie into his new role as IFSMA Secretary-General and welcomes his updates and articles in future editions of Sidlights. In addition, the Council has presented him with our current updated positions and look forward to collaborating and sharing resources with other members of IFSMA.

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Company of Master Mariners of Canada

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

From the Master's Desk



by
Captain John McCann
CMMC National
Master

Company I would like to pass on our sincere condolences to his beloved wife Thelma. As many of you are aware, Thelma had been very active in support of the Company of Master Mariners secretariat for many years. I am sure that she will find comfort with family and friends.

I have had the opportunity through my 8 to 5 job to attend a number of meetings and sit on a few committees dealing with a wide range of marine

activities including the North America Emission Control Area discussions, the National and Regional committees dealing with e-navigation as well as other port related activities.

Through it all, the one that stands out is Canada's move towards e-navigation and the influence this will have on bridge management and pilotage. The future is really here when it comes to the information age on the bridge whether it's ECDIS, Personal Pilot Units and the like.

Some of the challenges that will be faced in my estimation will be the balance between the opportunity for governments to cut cost for traditional aids as well as owners and operators to push the envelope on operational efficiency with the professional mariner caught in the middle, balancing safe navigation of their vessel and processing all types of

information.

As Canada in particular attempts to come to grip with carriage requirements and the Coast Guard looks to opportunities to migrate from some traditional aids I would ask all divisions to participate at the local level and to also take advantage of our Views and Positions Committee to formulate opinions that could influence Canada's position on the future of e-navigation.

As members of the International Federation of Ship Masters (IFSMA) positions developed by the Company of Master Mariners of Canada could go a long way in influencing the international perspective on e-navigation as well. I am hopeful that each division as a member(s) formulating views and position that will be sent on to the chair of the committee. 🍁

Captain David Bremner

by Captain Donald Moore, Jr. #1513-L

Captain Bremner not only was a fixture in the Company of Master Mariners of Canada for many years, but he was also a very big influence in the affairs of The Seattle/PNW CAMM Chapter. When the Seattle chapter was chartered in the early 1980's we tried to reach out to the local maritime community. Part of that outreach was to contact our peers north of the border in Vancouver, B.C.

Over the years, with David's assistance, the CMMC Vancouver Division and the Seattle/PNW CAMM Chapter has built a solid working relationship. For his efforts, Captain Bremner was named a Companion Member of the Seattle / PNW CAMM Chapter. It was this solid foundation that led to the important working relationship that is now shared between National CMMC and National CAMM.

Smooth Sailing Across the Bar, David!!

You will be missed on both sides of the border.



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on

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www.mastermariners.ca/newfoundland



International Conference on Maritime Salvage Where do we stand?

by Captain Jack Gallagher
Maritimes Division

3/15/2012— A one-day event was organized by the Institut maritime du Québec to examine salvage issues and opportunities. The presenters were predominately from Canada and the United States with European representation from both United Kingdom and France.

Several aspects of salvage were discussed with the intent of generating a view of the current state of the industry in Canada.

The Company of Master Mariners of Canada was invited to present in a session on marine simulation. The organizing committee was interested to hear how the Company has been looking at issues surrounding casualty response and in particular the findings from our facilitated panel discussion on salvage from the Conference on Shipping and Environmental Issues in 2011.

The presentation was broken down into the following segments:

- Who is CMMC?
- Why do we get involved?
- Past scenario events
- Places of refuge scenario
- Observations from scenario

Next steps

The first was the mandatory advertisement for the Company to ensure that audience members knew our background and hopefully those qualified would rush to join. The Company has

shown a great interest in maritime casualties in particular the role of the Master and how they will be required to interact with relevant authorities. This interest has been demonstrated in a series of exercises, workshops and panels including:

- Pacific – Collision – Complex Emergency (2005)
- Great Lakes – Complex Emergency – Masters Dilemma (2007)
- Arctic – Emergencies (mostly SAR) (2008)
- Arctic – Oil Spill & Communications (2009)
- Atlantic – Ports of Refuge (2011)

The Atlantic – Ports of Refuge panel revolved around a scenario where a tanker carrying a mixed clean cargo was transiting along the coast of Nova Scotia when it developed a crack in the hull. Dr. Aldo Chircop, a professor of marine law at Dalhousie University who has written extensively on places of refuge facilitated the panel. Captain Chapman (Maritimes Division) took on the role of the Master of the ship and the panel included the shipowner, Transport Canada, Halifax Port Authority, P&I Club, marine lawyer, salvor and the U.K. Secretary of State Representative (SOSREP). The panel members were guided through discussion regarding selection of a place of refuge, who has decision-making authority and the considerations of the various players.

Observations

Observations from the panel discussion included:

- A ship could be given conflicting

advice from Transport Canada and a port authority. The conflicting legislation is known and mentioned in the TC policy on places of refuge, however, no action has been taken to rectify the situation.

- Surprisingly there was a bias towards under-responding by most parties.
- Decision-making by government authorities could take days not hours.
- Who has ultimate authority is unclear and decisions could be elevated to Deputy Minister level.
- Issues concerning places of refuge are not routinely exercised.

No thought was given of the Master's prerogative. Although the SOLAS convention requires that the Master be given authority to take any necessary action to safeguard the safety and security of the ship, none of the government officials first thought appeared to be, "how can we help the master discharge their responsibility in this regard?"

After the conference, the conference chairman wrote to Transport Canada, the Coast Guard, and the Halifax Port Corporation identifying the outcomes of the panel. To date no response has been received.

The national executive has decided that the newly established Views and Positions Committee will be asked to consider an official position of the Company of Master Mariners of Canada on the issue of places of refuge. 🍁

www.imar.ca/en/events/maritime-salvage-where-do-we-stand/



Membership Application

The Council of American Master Mariners, Inc.

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

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

	Home	Business
Address		
City, State, Zip		
Email		

Present Occupation:

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

Present USCG License:

Type:	Limit:	Expiration:
Pilotage Endorsements:	Limits:	

Original USCG License:

Type:	Date Obtained:
Place/Institution obtained:	

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

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

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

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

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

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

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

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

Signature: _____ Date: _____

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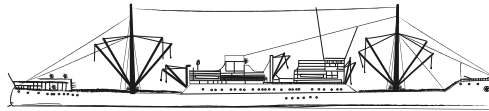
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