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Sidelights

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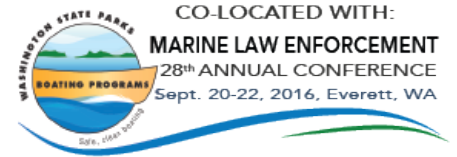
The AGM Issue

**Coverage of CMM's
Professional Development Conference
and Annual General Meeting**

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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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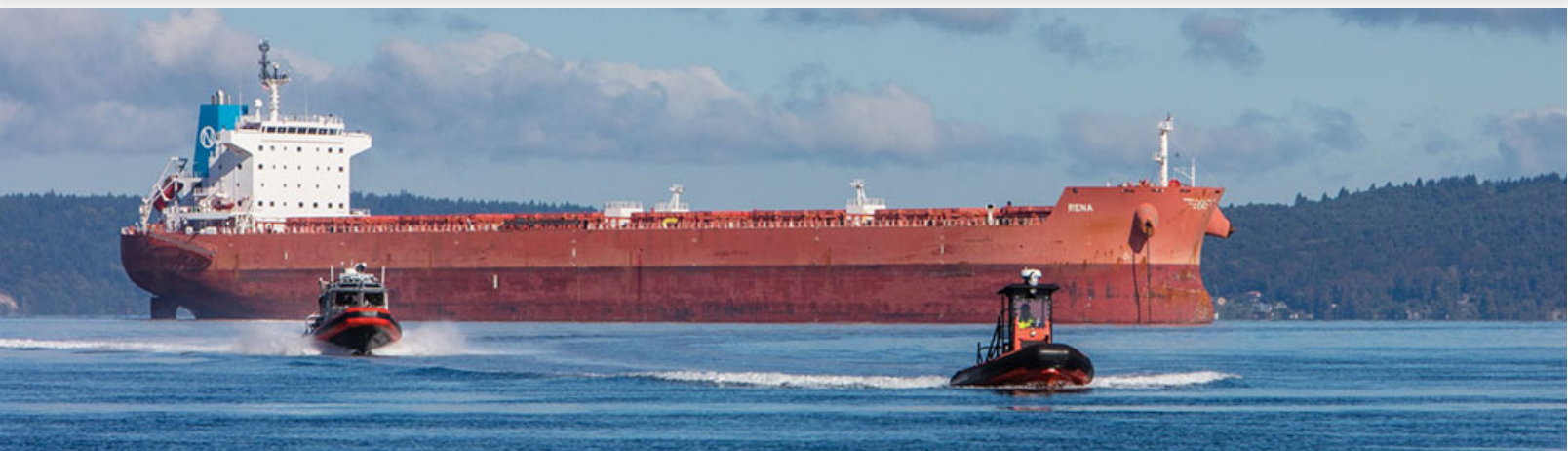
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In This Issue



ON THE COVER

Captain John A.C. Cartner, Ph.D, is presented the Lalonde *Spirit of the Seas* Award by Captain Pat Moloney.

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We welcome your articles, comments, illustrations and photographs. Please email or send your submissions to *Sidelights* Chair Captain R.J. Klein at the above addresses. All submissions will be reviewed, but are not guaranteed to be published.

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December	Nov. 1	Dec. 1

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

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CAMM National President Captain Jeff Cowan lays out a passage plan for CAMM to help strengthen the American Merchant Marine.

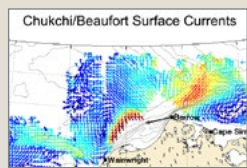


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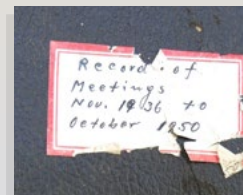
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NOTICE The articles in this magazine are entirely those of the writer, and do not necessarily reflect the views of CAMM nor its Board of Governors. CAMM is an independent professional organization and is not affiliated with nor endorses any union or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

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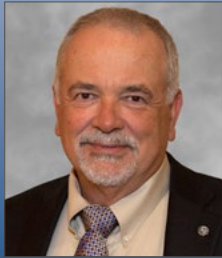
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LOOKING FORWARD AND AFT



Captain Jeff Cowan
CAMM National
President
#3070-RU

Oregon. Before setting the Passage Plan, I will introduce myself.

I graduated from California Maritime Academy and sailed aboard numerous boats in all facets of the industry over my 35 years: wire haul tow, seismographic, crew, party, oil supply boats and even time aboard several tuna purse seiners. I started sailing aboard blue water cargo ships approximately three years after graduating from CMA aboard the *SS HAWAIIAN LEGISLATOR*. I last sailed as Master aboard the *MV APL CHINA* in 2010, then found employment with the State of California's Office of Spill Prevention and Response, retiring in 2015.

In recent years, I employed my experience and understanding of maritime matters in the writing of several articles on a variety of topics including low sulfur distillate fuel oil and other subjects related to our maritime world. I have served on the Coast Guard Navigation Safety Advisory Council since 2014 and attended the International Maritime Organization-Pollution Prevention Response subcommittee as an adviser to the Nautical Institute.

Building upon those who have come before as President of CAMM, our organization needs to return to the original reasons for forming the Council— one

This is my first *View from the Bridge* after my election as National President at the recent Annual General Meeting in Portland,

that serves in an advisory, expert or advocacy position to the industry. From our strong foundation of experience within the American maritime industry, I believe our organization and members can help the industry make sound decisions for those still sailing or who about to start a career at sea. Who better to advise than those that are doing it and those who have done it?

In a recent conversation with my son (also a CMA graduate) about joining CAMM, he retorted with something about it being an "old fogies club." Among our younger brethren, the perception is that all we do at CAMM is tell sea stories not much else. With a hard look at the organization, I realized that there was some truth to this. We have so much more to give to the industry, our fellow members, and those at sea, than we have so far. To start that movement toward a relevant mission, we are taking our first step into a better internet presence. A cadet group from TAMUG has volunteered to spearhead a CAMM site on Facebook, Instagram and Twitter! As we get more information on what they need, and what we can do with these powerful communication tools, we will pass that information along. I am looking forward to the venture.

I will be attending the annual Maritime Industry Sail-In June 14 in Washington, D.C. CAMM was formed to promote the Jones Act, and in recent years, the shift in a variety of economic sectors like energy and imports/exports, the Act is again under siege by those that do not know or fail to remember the possible consequences. Before WWI, most of our coastal trade was moved aboard foreign bottoms. When war was declared, these bottoms disappeared! Somehow, the bottoms were found to support our troops

in Europe, but we do not want to repeat history or place the American economy at the mercy of others. The Jones Act was passed in 1920 and while not always convenient for some U.S. companies, it has remained an incredible protection against economic disruption since.

At the end of WWII, the American Merchant Marine had over 2,000 ships flying the American flag engaged upon international trade. Today we have 151 ships carrying less than 1% of American trade from overseas!

I viewed a presentation by a gentleman, who represented the United States Transport Command. In this presentation, he noted there are 11,000 blue water merchant seamen and of that number, 5,000 were employed by the Military Sealift Command (MSC). The remainder populate the civilian fleet. Except in case of an emergency, such as occurred with Desert Storm, there are not enough people or ships to engage upon this sealift. To make it worse, forecasters estimate that we will need close to 70,000 merchant seamen by the year 2025. Where is the U.S. going to get these people?

This is where membership in CAMM can help. We can bring real time experience and advocacy for the American Merchant Marine while using the experience, wisdom, and logic gained over the years while sailing aboard this dwindling fleet to help craft sensible legislation for all American seaman and officers, not just the shipmaster.

I will try my best to bring the "cargo" to port through heavy seas, undamaged with no casualties and on time. May your seas be smooth and following. Thank you.


Captain Jeff Cowan

New Members

Welcome Aboard!

You now have all the benefits of CAMM membership!

- 3399-S Captain **Stephen Hempstead** of Poulsbo, Wash.
Hempstead Maritime Training Facility
Sponsored by Captain Jeff Cowan #3070-RU
- 3400-S Captain **Jo Ann Cantu** of Houston, Texas
Cantu Maritime Consulting
Sponsored by Captain George N. Zeluff #2530-RU
- 3401-A Captain **D. Scott Bauby, USCG** of Portsmouth, Va.
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- 3402-A Mr. **Glen Anthony Jackson** of New Orleans, La.
Brother of Jack Jackson, lost in EL FARO sinking
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- 3403-RU Captain **Thomas J. Power** of Edgewater, Florida
Master, OVERSEAS ANACORTES
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- 994-L(RU) Captain **William P. McAuliffe** of Nashua, NH
45 years as a CAMM member (age 74)

Upgraded License Status

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- 3260-RU Captain **Darin L. Huggins** of Beaumont, Texas
USNS PFC EUGENE A. OBREGON

Triple our Membership Drive

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NATIONAL MARITIME DAY, 2016

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA
A PROCLAMATION

Since America's founding, proud mariners have selflessly dedicated themselves to protecting and advancing our interests — here at home and around the world. The patriots of the United States Merchant Marine have long served as our Nation's "fourth arm of defense," safeguarding the ideals that have guided our country for more than two centuries. They facilitate the transport and trade of American goods, and they put their lives on the line in times of war. On National Maritime Day, we honor our Merchant Mariners and celebrate their irreplaceable role in shaping our Nation's narrative.

Whether in still or raging waters, Merchant Mariners are fundamental to guaranteeing the delivery of essential goods to far-reaching corners of our globe. These seafarers have bravely faced threats at home and abroad — including combatants and pirates, disease outbreaks and natural disasters — and they consistently heed the call to serve their fellow Americans. In World War II, their ships carried troops and much-needed support to the battlefield, thousands making the ultimate sacrifice. They were among the first to see battle, and many were among the last to return home to our shores.

Carrying forward a legacy that spans generations, the United States Merchant Marine is vital to our Nation's economic security as well. Their transportation of vital cargo has impacts far beyond America's borders, generating trillions of dollars of economic activity each year. And when our entrepreneurs decide to embark on new ventures across oceans, mariners stand by and protect their pursuit of the American dream through tireless work to cultivate safe and open waterways. On this day, and every day, let us express our sincere gratitude to these courageous men and women for all they do for our Nation, and let us reaffirm our commitment to support them as they continue to uphold their proud tradition of service.

The Congress, by a joint resolution approved May 20, 1933, has designated May 22 of each year as "National Maritime Day," and has authorized and requested the President to issue annually a proclamation calling for its appropriate observance.

NOW, THEREFORE, I, BARACK OBAMA, President of the United States of America, do hereby proclaim May 22, 2016, as National Maritime Day. I call upon the people of the United States to mark this observance and to display the flag of the United States at their homes and in their communities. I also request that all ships sailing under the American flag dress ship on this day.

IN WITNESS WHEREOF, I have hereunto set my hand this twentieth day of May, in the year of our Lord two thousand sixteen, and of the Independence of the United States of America the two hundred and fortieth.

BARACK OBAMA

83rd National Maritime Day

CAMM Chapters take part in Maritime Day celebrations across the country

Seattle/ Pacific Northwest

by Captain Doug Subcleff

The Chapter loaned a U.S. Merchant Marine flag to fly over the Museum of History and Industry (MOHAI) in Seattle on Maritime Day. We designed and supplied a pamphlet to promote the significance of the U.S. Merchant Marine that was handed out to all tourists visiting that day. On the front we included text “We Deliver the Goods,” which was their motto during World War II, and the infamous President Roosevelt quote, “Fourth Arm of Defense.” We also name-dropped a few famous actors who served as merchant mariners, and highlighted that the USMM is older than the USCG. On the inside we included the Proclamation from President Barack Obama. On the back, you’ll see the same photo above, and noted Captain Andy Subcleff served during WWII, as did Captain Peter Chelemedos, who survived two separate torpedo sinkings, one in the Atlantic and one in the Pacific.



CAMM Seattle Members Captains Andrew Subcleff, Chuck Lund, Georg Pedersen, Dennis Stensager, and Peter Chelemedos.

CAMM members at the San Pedro Celebration: Captain Paul Nielsen #2144-S, Sec/Treas CAMM LA/LB Chapter; Captain Dave Boatner, #2162-RU, President CAMM LA/LB Chapter; and Captain Don Marcus, #3110-RU.



PHOTO COURTESY: PAUL NIELSEN

Baltimore

by Captain Joe Hartnett, #2193-RU

I attended the National Maritime Day Commemoration and Wreath Laying aboard the NS SAVANNAH in Baltimore. Maritime Administrator Paul “Chip” Jaenichen honored American Merchant Marine veterans and spoke about the importance of the merchant marine, maritime industry and Port of Baltimore.

Maritime Administrator Paul “Chip” Jaenichen participated in Maritime Day festivities aboard the NS SAVANNAH.



PHOTO: JOE HARTNETT



Water Salute in the Port of Baltimore.

PHOTO: JOE HARTNETT

Los Angeles / Long Beach

by Captain Manny Aschemeyer, #1548-RU

Nearly 200 attended the Maritime Day memorial services and celebrations at San Pedro’s American Merchant Marine Veterans Memorial. Representative Janice Hahn (D-CA-44), who represents Los Angeles / Long Beach Harbor in Congress, spoke on her proposed legislation,

a one-time benefit of \$25,000. Rep. Hahn is a long-time supporter of the American Merchant Marine, the Jones Act, and the American merchant mariners who served and died during wars and conflicts.

Honoring our WWII Merchant Mariners Act, to give all American Merchant Marine Veterans from WWII

After the ceremonies and observances at the Memorial, a Maritime Day Luncheon was held at the nearby Ports O’ Call Restaurant featuring Keynote Speaker Captain Don Marcus, International President, IOMMP&P. Captain Marcus’ address reiterated many of the same points he made at CAMM’s PDC a month prior on the need to promote a strong merchant marine (pg. 19).

Remembering the *TEXACO OKLAHOMA*, 45 years later



by Father
Sinclair Oubre
CAMM Chaplain
#3220-A

An important task for the port chaplain is to be the keeper of the local maritime history. So often,

the maritime industry is so busy with its work, that it cannot look up long enough to realize that important

*events should be memorialized. In my local maritime community, this year is the 50th Anniversary of the explosion and capsizing of the *GULF STAG*, and the 45th Anniversary of the sinking of the *TEXACO OKLAHOMA*. The *GULF STAG* was sailing to Port Arthur, and the *TEXACO OKLAHOMA* had loaded in Port Arthur, and broke in two off Cape Hatteras.*

As part of our local National Maritime Day Observance, we will be honoring both crews on May 20, 2016. This installment of my column has been prepared by Doreen Badeaux, the Secretary General for the Apostleship of the Sea USA, and originally appeared in the Port Arthur News.

by Doreen Badeaux

In the wee hours of the morning of March 27, 1971, the lives of many Port Arthur families were changed forever.

On that fateful day, the *TS TEXACO OKLAHOMA* broke in two and sank 120 miles northeast of Cape Hatteras, North Carolina. The ship was en route from Port Arthur to Boston, but not only had she sailed from Port Arthur, Port Arthur was her home, and the home of many of those onboard. She was part of the proud Texaco fleet.

That was 45 years ago, but when the U.S. Flagged ship, *SS EL FARO* went miss-

ing during hurricane Joaquin off the coast of the Bahamas this past October, Port Arthurans felt a familiar pain. We knew what the families of those onboard *EL FARO* were going through, and what they were about to go through.

The Port Arthur International Seafarers' Center was hosting Cavoilcade's "Queen's Tea" that week, and while chatting with some of the young Princesses, several asked about the pictures of ships on the wall, and asked about the *EL FARO* and if any survivors had been found yet. And then one of the young ladies said, "My Grandfather was on a ship that sank. He survived. But it was bad. He still talks about it." I asked her what her Grandfather's last name was, and she said "Jacquet".

The light bulb went on....Mr. Willie Jacquet, a long time Port Arthuran who sailed with the National Maritime Union. He was one of only 13 survivors, out of a crew of 44 onboard the *TEXACO OKLAHOMA*. Mr. Jacquet honors his crewmates each year by attending the Annual Maritime Memorial celebration at the Seamen's Memorial Sundial, which was built as a memorial for the crew of the *TEXACO OKLAHOMA*.

Later, I met the father of this young lady, Marcus Jacquet. His was a familiar face, as he had gone to St. Mary Catholic Elementary School with my sister Shannon. I never realized his dad was Willie Jacquet, who I met later in life. I never knew that one of the kids in her class nearly lost his Dad on that ship.

I knew my brother Kevin had a friend in his class at Bishop Byrne High School, Ruben Perello, whose dad was one of the

13 survivors onboard. Once I became involved with the Seafarers' Center, I met Rick Koenig, a well-respected member of our local maritime industry, whose dad was lost onboard. He was the ship's chief engineer who was lost after he and the remaining crew abandoned the stern.

Other friends have stories of their dads sailing onboard the *TEXACO OKLAHOMA*, who happened to be off during that voyage. My high school classmate, Christian Respess' father, Captain Ron Respess, was the permanent chief mate on the ship, but had gone on vacation during this run. He later became a Sabine Pilot. Well known community leader, Verna Rutherford's dad, had a stroke shortly before sailing. The stroke kept him on land, and in an odd twist of fate, saved his life.

Yes, even 45 years later, Port Arthur knows the pain of such a sinking. We know how families continue to feel the loss of their loved ones, so many years later. ☆

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Manny Aschemeyer
CAMM National
Secretary-Treasurer
#1548-R

Greetings, CAMM Shipmates

Captain Klein spoke about membership totals earlier this morning, so I will not repeat him. Since last April, we've added 36 new members to

the ranks, four of which are Honorary given to speakers at our Professional Development Conference in NOLA. The past few years, we made PDC industry speakers Honorary members. While that seemed like a good idea, we are now above the Honorary membership percentage allowed by the Constitution. We will present speakers with Certificates of Appreciation and reserve Honorary membership to specifically identified and nominated individuals.

The percentage of our membership by category is as follows: RU: 62.8%; RP: 9.8%; S: 9.8%; L 9.0%; A: 6.0%; H: 2.6%.

I am going through the list of resignations and terminations (some dating several years ago) to see if I can bring any of them back into the Council. I have found that many members who were terminated for being in arrears of dues payment and/or lack of correspondence, have passed away but we were not informed in a timely manner.

We were able to reinstate 14 delinquent members, thanks to our policy for only charging \$100 for reinstatement. This brings 50 new members to the ranks. Subtracting the 33 who crossed the final bar, we had a net gain of 17 for the year.

We really need to work on member-

ship. On the membership campaign, I brought in ten new members, and Captain George Zeluff four. If we can do that, I know others can, too.

Budget

We are doing ok, but money is still tight. Last year we moved our fiscal year from a calendar fiscal year to a fiscal year beginning on October 1, which made 2015 a short year. We have changed banks (Schwab to Wells Fargo) to better suit our banking needs.

As of May 15th, we have collected dues from over 80% of the membership; approximately 18% are delinquent for the current year and 8% are 2 and 3 years in arrears. If we are able to capture the delinquent dues we will add an additional \$12,000 to our coffers.

Raffle Tickets

At the Maritime Security Conference East in March, Captain Hartnett and I decided to walk the exhibit area and sold over \$400 worth of raffle tickets in a half hour. If we'd thought of it sooner, or we could've easily sold over \$1,000. We will remember this strategy for next year.

Sidelights Advertising

We can use your help with advertising. Since coming aboard as the advertising manager, I've more than doubled our advertising revenue. One of the ways I have done this is by contacting companies who advertise in other

maritime publications. This has resulted in ads from Military Sealift Command, Mariners' House in Boston, and three law firms. We are now reaching out to cruise lines. We will continue working on renewing contracts for current advertisers. I have written letters to companies who actively advertise, but I need local members close to these potential advertisers to follow up with a personal visit. Also, please let me know of any advertising ideas you have and we will follow up.

Captain Manfred "Manny" Aschemeyer

Editor's note: This report is an excerpt from Captain Aschemeyer's report at the AGM. Captain Aschemeyer presented the final budget report for the short-year FY 2015, and displayed and explained some of the line items in the mid-year report for FY2016, including monies received from sponsorships, advertising and raffle ticket sales. The budget for FY17 will be approved by the finance committee per Constitution and By-laws. The budget report in Sidelights is edited for the general public; any CAMM member wishing to view financial details may request a copy from Captain Aschemeyer.

A Peek at CAMM History

The following information was recorded in the minutes of the Council's 1936 February meeting:

"It was emphasized that the Council can never have a mass sufficient to exert any leverage but that it must be attained by the high character and reputation of those who compose the Council."

CROSS'D THE FINAL BAR

CAPTAIN TIMOTHY BROWN #1494-RU



Captain Timothy A. Brown, 73, passed away April 10, 2016. Captain Brown joined CAMM in 1977, was instrumental in starting the Tampa Bay CAMM Chapter, and served as CAMM's South Atlantic VP at the time of his passing. Captain Brown served as the International President of IOMM&P from 1991 until his

retirement in 2012.

Generous, thoughtful and open-hearted, Tim was also a fierce defender of the working conditions of MM&P members and an adroit negotiator on their behalf. Tim was steadfast in his support of the American flag merchant marine, the Jones Act, seafarers rights, the labor movement, and of state pilotage throughout the U.S. He devoted a great deal of his energy 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.

Captain Brown graduated from Kings Point in 1965 and sat for his unlimited license in 1970. Brown served in the American Merchant Marine during the Vietnam War. He sailed as deck cadet for Delta Steamship Lines and his first command as Master was aboard the *SEALAND CONSUMER* in 1983. His last command as master was aboard the same vessel in 1991.

Among his many awards for service to the industry are the Admiral of the Ocean Seas (AOTOS) Award in 2002, the Seafarers' and International House "Outstanding Friend of Seafarers" Award in 2004 and the Father Lalonde "Spirit of the Seas" Award by CAMM in 2012. In 2009, he was admitted to the Port of New York and New Jersey's International Maritime Hall of Fame. In March 2013, he was named a Commodore of the U.S. Maritime Service by order of President Barack Obama.

CAMM along with his family and the maritime industry mourns his loss and wishes him fair winds and following seas.

CAPTAIN DOUGLAS R. SMITH #317-RL

Captain Douglas Smith passed away on March 23rd, 2016. He was 95 years old. He graduated from Fort Schuyler in 1943 and sailed world-wide on various ships for various companies during his long and successful seagoing career.

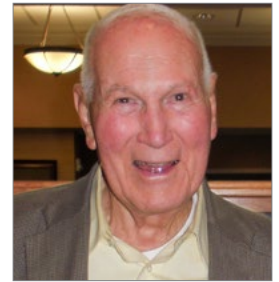
CAPTAIN PETER S. SMITH #1796-RU

Captain Peter R. Smith passed away suddenly on April 3, 2016 while on duty at MITAGS.

He first sailed as master in 1980 aboard the *JACKSONVILLE* with Sealand Service. At the time of his retirement in 2008, he was sailing as master aboard the *HORIZON RELIANCE*.

VADM THOMAS R. WESCHLER #682-L

VAdm Thomas R. Weschler, 99, died peacefully on April 3, 2016, in Mystic, Conn. His full and well-lived life included a distinguished naval career, a loving marriage of 66 years to Katrina (Quinn) Weschler, a life-long dedication to his large family and numerous friends around the world, and a passion for travel, history, and Tall Ships. He will be remembered for his sense of purpose and service, his strong moral compass, and his faith in God, and for his love of life, his wife, his family, his friends and his country.



Vice Admiral Weschler graduated from the U.S. Naval Academy in 1939 went on active duty. His distinguished naval career included service in the Korean and Vietnam wars, and in World War II, in which he was one of the "swim-aways" surviving the sinking of the aircraft carrier *WASP* in September 1942. He remained in the South Pacific throughout the war. He was an officer on a number of naval ships, and was responsible for the development and construction of the *SPRUANCE* class of naval vessels. During the Vietnam War he lead the rapid buildup of capabilities at Da Nang and was awarded the Distinguished Service Medal for his efforts. He was commander, Cruiser Destroyer Force Atlantic, then promoted to vice admiral, completing his naval career as Director of Logistics, Joint Chiefs of Staff. At retirement, he received his second Distinguished Service Medal. In addition, he received four Legion of Merit awards from the Navy during his career. After his retirement, Tom was a professor and head of the Global Strategy Department at the Naval War College in Newport, Rhode Island. He was very active in the Naval Academy Alumni Association and served as the president of the Class of '39 chapter for several years.

For the last 40 years of his life, Tom was passionate about Tall Ships America and education under sail, and he brought the tall ships to Newport five times from 1982-2007. At the age of 90, he turned his attention and efforts to building a tall ship for Rhode Island and helped to raise more than \$18 million toward the ship's completion. The *OLIVER HAZARD PERRY*, which Tom always felt linked Erie, where he began, and Newport, which he loved, was commissioned in July of 2013.

Tom was predeceased by his wife, Katrina; survived by two children, seven grandchildren; seven great-grandchildren; and many extended family members who mattered a great deal to

him.

Captain R.J. Klein met with VAdm Weschler two years ago when CAMM's AGM was held in Mystic, and published an article in *Sidelights* (June-August 2014) about that meeting.

CAPTAIN MARK SHAFER, (USN-RET) #3279-A

Captain Mark Shafer, 86, passed away on April 18 due to heart failure. He graduated from Kings Point in 1951 and sailed for Farrell & Grace Lines and was commissioned in the U.S. Navy Reserve during the Korean and Vietnam wars.

In his commercial maritime career, Mark worked for Pacific Far East Line in executive positions in San Francisco, Honolulu and Asia. While living in Japan, he earned a master's degree in business administration at Sophia University in Tokyo. He retired as a senior vice president for Matson Navigation Co. in San Francisco.

Captain Shafer was an ardent yachtsman on San Francisco Bay and was a longtime member and Commodore of the Sausalito Yacht Club. He was also a member of the board of directors of the National Liberty Ship Memorial, which owns and operates the World War II ship *JEREMIAH O'BRIEN* in San Francisco. He was active in many other organizations, including the Masons, the American Legion and the Navy League.

He is survived by his wife of 64 years, Dulce Shafer of San Rafael; three children, five grandchildren; and two great-grandchildren.

CAPTAIN RICHARD E. MCNEELY #3222-RU

Captain Richard E. McNeely, 92, died December 30, 2015. Captain McNeely was active with the CAMM NOLA Chapter until he fell ill two years ago. He graduated from Kings Point in 1943 and joined Lykes Bros. S.S. Co. in 1945. In 1950 joined the Crescent River Port Pilots Association. Richard was president of that association from 1962-1966. He was a founder and president of the Louisiana Maritime Museum. While president of the pilots he piloted the first ship, *SS DEL SUD*, out of the MR-GO (Mississippi River-Gulf Outlet Canal), as well as the largest, deepest ship at that time, *SS MANHATTAN*, 106,000 tons, 40 foot draft down the river, and also piloted the first submarine dive in the harbor during Mardi Gras season. He retired from Crescent River Port Pilots Association.

He is survived by his wife of 67 years, Marigold (Margot) Bostock-Wilson McNeely and their three children, nine grandchildren and seven great-grandchildren.

CAPTAIN JON RUFFATTO #3392-RU

Captain Jon Ruffatto passed away peacefully in his home in Sandpoint, Idaho, on April 9, 2016. Jon graduated from Kings Point in 1973 and retired from APL in January 2016. His last command was aboard the *APL CORAL*. Jon loved his family, and was a proud grandfather. He was a kind, generous man and had many friends. He liked gardening, music, and was an avid reader. He is survived by his wife Joyce, three sons and three grandchildren. ☆

CAMM Co-Sponsor and Exhibit Booth at Maritime Security East

by Captain Manny Aschemeyer, #1548-RU

CAMM continued its proactive role as a supporting organization with Homeland Security Outlook, most recently in March in Norfolk, Virginia. Over 300 attended 40 booths featuring the latest state-of-the-art technology, systems and equipment for enhancing port and vessel security and safety at all levels from a variety of vendors, manufacturers, and suppliers. The outdoor portion of the event featured vehicle and equipment displays, various interactive activities, and on-water demonstrations.

The CAMM exhibit booth was prominently placed at the front of the exhibit hall, and was clearly in view as folks entered the room. We handed out copies of *Sidelights*, CAMM swag, advertising

media kits for *Sidelights*, membership applications, and sold over \$400 worth of raffle tickets. (The 2nd place winning ticket was sold here.)

CAMM's participation in Norfolk produced at least two new members and a several new advertising prospects for *Sidelights*.

To view the interesting presentations made there, please contact Captain Aschemeyer and he'll provide you with the links to access same.

The next Maritime Security Conference (West) will be in Everett, Wash., in September 2016 (see the full page color ad on the inside front cover of this edition of *Sidelights*). Captains R.J. Klein and Don Moore will man the booth with me. We encourage CAMM

members in the Pacific Northwest area to attend, taking advantage of the attractive discount fees offered to all *Sidelights* readers. ☆



PHOTO COURTESY: MANNY ASICHEMEYER

Captain Joe Hartnett and Captain Manny Aschemeyer man the CAMM booth at MSC East in Norfolk, Virginia.

Texas Maritime Academy Cadets attend PDC



by
Cadet Sarah Adams
President
TAMUG Cadet
CAMM Chapter

The information taught in the Marine Transportation classes at Texas A&M Maritime Academy is vital in

becoming a competent third mate. However, there is something to be said about learning from the personal experience and advice from other professional mariners. It is important to take the opportunities that are presented in order to expand on one's knowledge of the maritime industry. Attending CAMM's Professional Development Conference offered me not only a wealth of invaluable knowledge, but also gave me insight of what it takes to become a professional mariner.

The captains, pilots and mates that attended were very welcoming to us cadets. As the conference began, all of us wanted to congregate together, but we were soon separated by Captain Mc Cright in order to get us out of our comfort zones, which was highly beneficial as it opened new networking opportunities. There were a variety of guest speakers from different companies including Military Sealift Command, FOSS Maritime, and MARAD. Captain Daniel J. Travers, USCG Commander, Sector Columbia River discussed the dangers and consequences of fatigued mariners. It is a serious matter and cannot be taken lightly. The representative from Chevron also shared how important it is to constantly test and train employees on their competency. Can you do the jobs below your rank? A captain must be able to do all individual operations that take place onboard his/her vessel. The demographics of the maritime industry are changing with more and more captains

retiring. There is a high influx of young officers that are becoming chief mates and captains. The Chevron representative was a very young captain and graduated from California Maritime Academy in 2004. He made a point to tell us cadets that whatever you want, you can get; you just have to put in the work and time.

Captain Marc Bayer from Tesoro Maritime spoke about how the biggest challenge Tesoro faces is finding experienced mariners. Tesoro's principles of operation are key: "We do it safely, or we don't do it at all." Every employee has stop work authority. If you see something, say something. Safety is always top priority, a concept that is embedded into most mariners beginning here at the academy.

Before Captain Jerry Pannell, the Star Center representative, began his presentation on Coast Guard requirements, he made sure no one would "shoot the



Captain Ryan McKenney (Chevron) with TAMUG cadets Victoria Maya, Sheldon Graham, Captain Michael McCright (TAMUG chapter advisor), Chris Otte, and Sarah Adams at CAMM's PDC.

messenger". Even though it is a relatively dry topic and one that no mariner likes to hear, the rules and regulations that the Coast Guard enforces are necessary to keep licenses up to date. With the aging maritime population, the more seasoned officers must go back and do the basic training such as firefighting, fast rescue boat, medical care provider and lifeboatmen. Chief Mate and Master requirements to upgrade increased in the amount of assessments from about fifty to more than one hundred and twenty.

The National Oceanic and Atmospheric Administration (NOAA) is experiencing challenges within the company with regards to paper charts, which was addressed by Ms. Crescent Moegling. Formed in 1807, NOAA is the largest data provider among all government agencies. They use multibeam sonar for Bathymetry and side scan sonar for imagery data (only picture, not depth). NOAA still makes charts, but has stopped printing paper charts. There are fifteen print on demand agencies that sell NOAA certified charts. The benefit of electronic charts is that NOAA can update the charts more frequently. Simply, NOAA cannot keep up with updating their paper charts.

Those are just a handful of the companies that provided presentations during the conference. Most of the learning came from conversations over dinner on the Portland Spirit dinner cruise. Sea stories and personal experiences in the maritime industry gave the best insight for us cadets. Some were more colorful than others. Captain R.J. Klein taught us how to take care of stowaways. The key is to make sure they never want to hide out on your ship again by any means necessary while still being humane.

The CAMM PDC was a great experience, and I highly recommend that other cadets become involved with CAMM. It is an organization dedicated to maintaining a viable U.S. Merchant Marine by promoting nautical education and sharing personal experiences to better equip us as professional mariners. There are some things that can simply not be taught in the classroom. Attending conferences and taking every opportunity available is the best way to gain information that would otherwise be unobtainable. ☆



The Council of American Master Mariners, Inc.

Annual General Meeting Professional Development Conference

Portland, Oregon, USA

April 20-22, 2016



Captain John Corso made the bell used in CAMM meetings in 1980, used to start meetings and rings 8 Bells in honor of our departed.

Thank You Sponsors!

— Commodore Level —



— Captain Level —



— Staff Captain Level —



— Breaks —

Captain Tim Brown #1494-RU
Captain Frank Zabrocky #1964-RU



— Contributors —

Capt. Tim Brown #1494-RU
Capt. John Caffrey #1754-L
Capt. Alan Dougall #1237-L
Capt. Kenneth "Kip" Carlson #2052-RU
Capt. Donald Garrido #3381-RU
Capt. Robert S. Hospodar #417-L
RADM Paul L. Krinsky #1931-H
Capt. Andrew Triandafilou #2025-RU
Capt. Larry Worters #612-L
Capt. Paul Willers #3287-RU

"Maintaining a Viable American Merchant Marine in the 21st Century"



Captain Manny Aschemeyer and Associate Member Ms. June Milliard welcome attendees to Portland.

Professional Development Conference

Presentations and discussions centered on how various segments of the maritime industry plan to maintain their viability going forward through innovation; safety and competency; and legislative and regulatory actions.

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

CAMM Business Meeting

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

Closing Dinner

Keynote Speech by Mr. Gregory Borossay, Trade & Cargo Development Manager for the Port of Portland and the 2016 *Lalonde Spirit of the Seas* Award is awarded to Captain John A. C. Cartner, Ph.D.



Captain Dan Joradan and Keynote speaker Mr. Gregory Borossay



Mustering for the dinner cruise aboard the *Portland Spirit* on the Willamette River.

All PDC-AGM event photography by Davyne Bradley, unless otherwise credited.



At the **Professional Development**

SAFE PORTS DON'T HAPPEN BY ACCIDENT CAPTAIN DANIEL J. TRAVERS

USCG Commander, Sector Columbia River

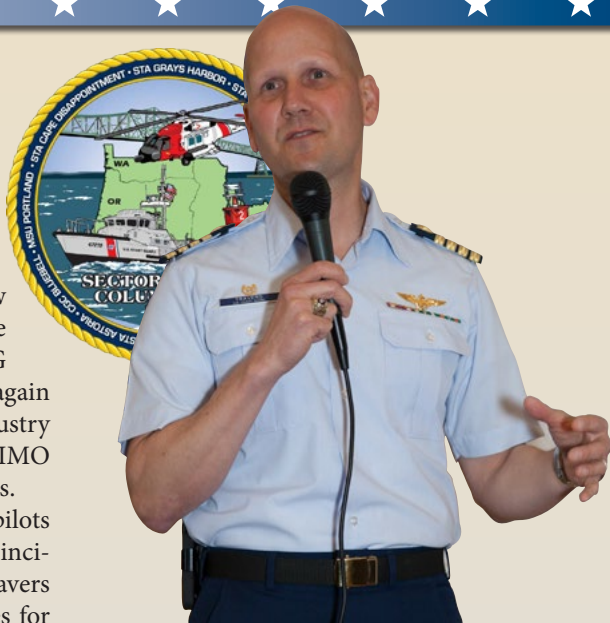
USCG Columbia River Sector Commander Captain Daniel Travers welcomed CAMM and attendees to Portland. Captain Travers gave a quick spiel on the Sector's extensive area covering 11 of the 12 west coast bars and inland waterways to Idaho, three surf stations, air stations that conduct amazing rescues both at sea and inland, riverway aids to navigation, and a summary of the \$23B annual business the sector supports.

Captain Travers stressed that "safe ports don't happen by accident." Mariners are the life blood of the river. As a helicopter pilot, he relies immensely on masters, pilots and industry as primary consultants, especially when dealing with deep draft vessels. He keeps Captain Dan Jordan on speed dial, along with Captain Rick Gill (Columbia River Pilot) and a few other pilots organizations in his sector, to keep non-events from developing into events.

Captain Travers applauded Captain Jeff Cowan, who on his own dime, worked with Sector Columbia River to

put protocols in place for the low sulfur fuel switchover to minimize loss of propulsion. When the USCG switched to LNG fuel, the Captain again called on master mariners and industry to help develop protocols above IMO standards, which are still in process.

As an example of masters and pilots working with the USCG to avert incidents, last December, Captain Travers closed all the bars and port entries for the only time in his career due to heavy seas for 10 days, which is something he doesn't take lightly for a \$54M per day industry. An over-fatigued (considered legally drunk) master wanted to bring his ship into port during 30-ft. seas, who thought he might roll his ship. Local pilots also deemed it unsafe to bring the ship into any of the sector's ports. Captain Travers called upon a peer-to-peer radio exchange between the master and local pilots, who calmed the Master talked him through a solution to maneuver his ship safely in heavy seas. Captain Travers trusts and relies on his relationship with pilots and masters to



handle difficult situations outside his area of expertise.

The Coast Guard Academy is graduating 80 cadets in 2016 with Merchant Mariner Licenses, which Captain Travers sees as an asset to the USCG, especially for vessel inspections.

Captain Travers urges master mariners to continue to be collaborative and transparent with the USCG, and work together to make ports safe. Captain Dan Jordan added at the end that Captain Travers hosts monthly industry breakfasts to discuss issues in the sector and on the waterways. ✪

WANT MORE IN-DEPTH REPORTS? THE PDC IS ON TV!

maritimeTV WEBCAST OF THE PDC

Maritime TV recorded our Professional Development Conference and Closing Dinner awards and keynote address.

This amazing opportunity helps bring CAMM into the forefront, highlights the issues we find important to discuss, and gives us exposure in the maritime industry and the public eye as well.

You can access the webcast following links for Maritime TV's homepage, www.maritimetv.com, or follow the direct link from CAMM's homepage. ☆



Maritime TV camera and audio crew recorded the PDC for webcast.



Professional Development Conference and Annual General Meeting



Annual General Assembly

**Charleston, South Carolina
Spring 2017**

JONES ACT, CARGO PREFERENCE, AND MSP ARE KEY

MR. MICHAEL J. RODRIGUEZ

Deputy Administrator, MARAD, #3101-A

Mr. Michael Rodriguez's schedule changed so instead of attending in person, he addressed attendees via video conference from MARAD Headquarters. MARAD considers the American Merchant Marine to be made up of three sectors: The international fleet, the cabotage/Jones Act fleet, and the mariners themselves.

U.S. Flag shipping is a niche sector, specializing in out-of-gauge cargoes, reefers, dangerous cargo, and cabotage.

The Maritime Security Program (MSP) supports 60 militarily useful and commercially viable ships in international trade. In FY16, \$3.5M per ship was authorized, and for FY17-20, approximately \$5.0M per ship annually is authorized, which is far below the cost of operating under the U.S. Flag. MSP ships need cargo; Cargo Preference laws dictate 100% of military cargoes and 50% of food aid cargoes must be carried aboard U.S.-Flag ves-

sels. The total number of US. Flag carrying government-impelled cargo is down to 78 from 101 in FY2011. In addition there are approximately 160 privately owned U.S. Flag ocean-going cargo vessels; approximately half are eligible for Jones Act trade.

The Jones Act fleet is currently made up of 40,000 vessels, including 93 ocean-going ships and 144 large articulated tug/barges (ATBs). Jones Act shipbuilding accounts for nearly 400,000 direct and indirect jobs, \$25.1B labor income, and \$37.3B GDP. Currently there are 124 active shipbuilders across 26 states, and another 200 shipyards engaged in ship repairs. 38 large ocean-going vessels are on order with U.S. shipbuilders.

At the same time, American shipbuilders are driving innovation, leading the world with energy efficiencies



such as launching the world's first LNG-powered ships, and implementation of biofuels, hydrogen cells, and exhaust gas treatments. TOTE's new American-built (NASSCO, San Diego), LNG-powered ships *ISLA BELLA* and *PERLA DEL CARIBE* are among the most environmentally friendly ships in the world, reducing particulate matter by 98% and carbon emissions by 72%. Crowley will take delivery of two LNG-powered ConRos built by VT Halter Marine (Pascagoula, Mississippi) in 2017.

MARAD is pleased the Obama Administration supported the Jones Act, and hopes the next administration will continue to do so. ❁



MARAD GRANTS TO MODERNIZE PORTS

CAPTAIN BOB LOKEN

Director Pacific Northwest Gateway, Alaska, Guam, and Hawaii, MARAD

population needs, and drive maritime technology innovation.

The current draft of the National Maritime Policy is at the Office of Management and Budget (OMB) for government review, and Captain Loken encouraged us to read through it and comment once available to the public, since documents often are watered down through OMB.

MARAD projects a growing population will stress the capacity of the transportation system. They project a 45% increase in cargo to meet the demands of population growth, estimated at 80 million by 2060. Currently the U.S. moves 2% of goods domestically by water; in Europe, the figure is as high as 40%. The challenge will be to shift from landborne to waterborne transportation, and invest

in infrastructure and the marine highways.

American Association of Port Authorities (AAPA) identified \$28.9B in infrastructure modernization projects needed including intermodal connectors, gateway and corridor, marine highway, on-dock rail, TIGER and more.

Captain Loken briefly listed some of the grants available to ports as part of the StrongPorts program. With AAPA, they developed a Port Planning and Investment Toolkit, available online, that will help ports obtain funding. MARAD and AAPA are trying to simplify the process, and MARAD hired a port finance agent and instituted PortTalk to work with ports to develop modernization and expansion plans to work with financing and grants. ❁

In 2014, Maritime Administrator "Chip Jeanichen organized a National Maritime Strategy symposium with over 200 maritime stakeholders to develop a National Maritime Policy, as mandated by Congress, with five strategic goals: expand capacity at ports; guarantee economic and national security; modernize, educate, train and recruit the next generation of mariners; fully leverage waterborne transportation to meet increasing



At the **Professional Development**

IMPROVE THE PROCESS CAPTAIN GEORGE MCCARTHY

Relief Master, U.S. Navy Military Sealift Command

Captain George McCarthy, on behalf of Rear Admiral Thomas K. Shannon, spoke about Military Sealift Command's role as the largest maritime employer in the U.S. As they like to say, the earth is covered 95% by water, and they deliver to all of it. In the military, nothing happens until something moves, and that's usually through MSC delivery of supplies.

MSC brings a commercial model to a military solution. More recently, what MSC does is taking them closer to the military line. MSC runs two hospital ships, two submarine tenders, an Afloat Forward Staging Base, *USS PONCE*, and a command and control ship, *USS MOUNT WHITNEY*. In addition, twelve high-speed hybrid vessels are on order.

As MSC ships become more offensive than delivering cargo from point A to point B, Title 10 laws of war come into effect, which can be a problem

when civilian federal employees are in command, especially on board the sub tenders, *USS MOUNT WHITNEY*, and *USS PONCE*. For example, Captain McCarthy was set to be in command aboard the *PONCE* when launched, but then Title 10 lawyers said that's a problem. The solution was to have a Navy officer in charge of the mission with a MSC master in charge of operating the vessel.

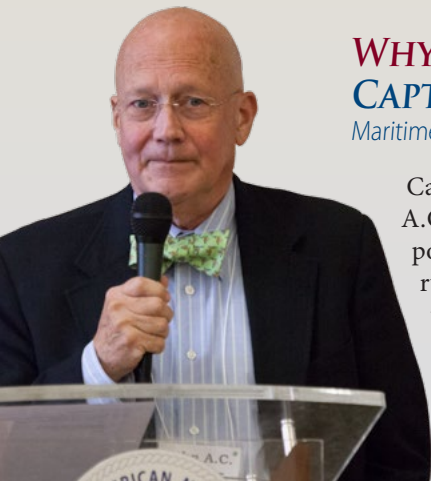
Of the 11,280 mariners eligible to sail deep sea (see MARAD presentation), 5,833 are employed by MSC and 1390 are commercial mariners with charterers to MSC. Currently, MSC faces a shortage of Masters, Chiefs and Second Officers, (and engineers) and is in the process of hiring from both outside and internal promotions. The good news is that MSC currently has an abundance of well-qualified third officers (by design) to promote.

MSC is working to increase the officer



pipeline from the traditional 26-30% reserve to a full 50% reserve to remediate work-rest regulations. This will allow for better rotations and they hope to reach a goal of four months on with two months off, which will help MSC with retention rates.

McCarthy believes improving the process is the key to maintaining viability. The largest factor for incident is human error, and human error is often in the form of omission. He sees omission as a sign that the process has failed. ❖



WHY HANG THE MASTER? CAPTAIN JOHN A.C. CARTNER, PH.D.

Maritime Lawyer, Author, Ph.D., #2574-RU

Captain John A.C. Cartner posed a theory as to why the master has the wrath of god and n a m e l y the press,

come down on him when the a ship has a spill, collision, fire, grounding, loss of life, etc.. Why the master? Why the one man? Should the Master go down with his ship if it sinks?

Why are we asking a man to commit suicide over chattel? It's immoral. Do we deserve this?

The Mind Club, written by a group of experimental behavioral psychologists (and mathematicians), might help

explain. They can put all their data on one of two axes. The *x* axis is agency, or responsibility for getting the job done correctly and level of skills required. The *y* axis is pure emotion, as observed by people within the matrix. If you look at the corners, the bottom left has no agency and no emotion, and are the jobs no one really cares about, such as janitorial. In the lower right, no emotion meets a lot of agency with highly talented skill sets. If they make an error, it is rarely reported in the press; emergency room surgeons are an example. Jobs with a lot of emotion and a lot of agency, for example, are the President, CEOs, celebrities, and yes, the shipmaster.

Captain Mangouras, Master of the *PRESTIGE*, has a lot of agency and a lot of emotion. How? The press fits on the emotion *y* axis. The purpose of the press

is to sell information. It's not always straight, honest or accurate, and the press never retracts. The truth doesn't matter once its out, and that's what bad. Courts and judges are not immune from press and political pressure.

In western and developed countries, a "security cult" – an extralegal operation outside the law as we know – gets into the intricacies of regulations and acts in secrecy, by law, that we never hear or know about. When a security cult comes against someone, it's disastrous. The master is the seafarer we attach emotion to, and the way the we are organized, the one we attach accountability to. It takes a lot of people to sink a ship, why hang only one man? Captain Cartner concludes that's what we're dealing with, and it's a problem we need to address. Is it solvable? Probably not. ❖

LEGISLATIVE MARITIME POLICES

DONALD J. MARCUS

International President, IOMM&P #3110-RU

Captain Don Marcus sees the American Merchant Marine as three sectors, each with their own unique way to maintain viability, and all with an underlying theme of congressional support. The three sectors are military/auxiliary (i.e.-Military Sealift Command); domestic ships dealing in Jones Act trade, and deep-sea commercial/international trade. The military merchant marine is getting bigger and it may be the only merchant marine left in the U.S. if the other sectors are not successful.

Captain Marcus agrees with Mr. Parrott (page 21) that innovation is key to viability in the Jones Act Trade, however he adds that congressional support is needed to maintain the Jones Act and vigilance to keep anti-Jones Act language from being inserted into other bills.

Deep sea foreign trade is a tough subject. The cycle between peace and war the past 125 years has kept the merchant marine around. Prior to WWI, 8% of U.S. trade was conducted by American vessels. During WWI, Congress passed acts bolstering the U.S. merchant marine with shipbuilding and English language requirements, and the U.S. maritime industry strengthened. However, 100 years later, U.S-Flag vessels carry approximately 1% of all cargo coming in and out of its ports. It is so low that in 2003 MARAD stopped calculating cargo tonnage when it dropped below 2%.

The first flag of convenience (FOC) efforts were made in 1920, five years

after the U.S. passed the Jones Act. The FOC model now dominates not only the maritime industry, it serves as the globalization business model, where “corporate rights appear to be greater than national sovereignty.” In terms of a maritime super-power, China leads the way. The U.S. is vulnerable to foreign controlled freight rates coming in and out of the U.S.

As the incentive to stay under the U.S. Flag dwindles, putting more funding into the Maritime Security Program (MSP) is essential. It takes money to keep carriers interested in carrying the U.S. Flag, and though the appropriations committee increased funding, it’s short of what’s needed.

MARAD drafted a National Maritime Policy, mandated by 2014 law, that is currently in review. Based on highlights released, the policy appears to have little to do with expanding U.S. ships in foreign trade. Public release for comment is forthcoming.

Maritime unions united to fight to keep current policies in place, but need help from the industry to reinvigorate Congress with maritime priorities. The industry does not have the clout it once did, and in Congress, the industry is overseen by over two dozen committees and subcommittees. As the newer generation of politicians enter, they don’t see the invisible maritime industry.

Captain Marcus outlined actions that are needed and can be taken on a variety



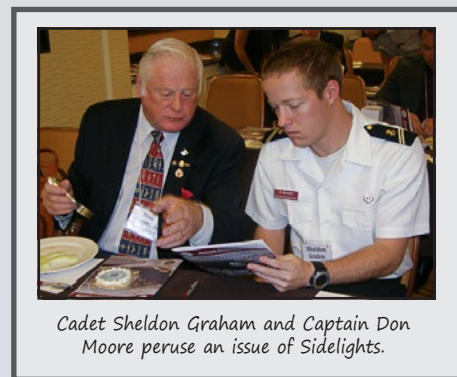
of issues: Maritime Security Program, Export-Import Bank, reaffirmation of the Jones Act (including enforcement), cargo preference laws (including enforcement), Marine Highways, harbor maintenance tax overhauls, cruise ship taxation and Jones Act avoidance by cruise ships, Title 11 shipbuilding, bilateral trade agreements, guaranteed source of cargo (LNG, for example) and finally, training.

At the end of the day, it’s mariners who make the world go ‘round. The military can buy or build ships, but without trained mariners they won’t accomplish the minimal goal of supporting the military in a national emergency. Quality mariners take longer to train than building a ship. The U.S. is not in a position of strength. ❁

This is only a brief summary of the highlights of Captain Marcus’s presentation. Please see his full presentation in detail on Maritime TV, where he goes much further in-depth with numbers and specific policy changes needed and the benefits they bring.



Getting ready to start the PDC.



Cadet Sheldon Graham and Captain Don Moore peruse an issue of *Sidelights*.



At the **Professional Development**

ADDRESSING THE GENERATION GAP CAPTAIN RYAN MCKENNEY

Master, Chevron Shipping

Captain Ryan McKenney, representing the younger side of the generation gap and the future of the merchant marine, has sailed as Master the past two years, and actively sailed since graduating from Cal Maritime in 2004. Captain McKenney described Chevron's plan for addressing the generation gap between retiring masters (and chief engineers) and younger masters who do not have 20-plus years of sailing experience. Chevron's solution is a focused career path plan and extensive competency training.

Chevron believes in operating ethically, safely, and reliably; and similar to the FAA, Chevron continually re-trains and assesses masters to be competent in all aspects of running the ship, even those below their license, rank and pay scale. They developed a training program that addresses critical competencies above and beyond STCW and USCG requirements to include Ship Inspection and Report Exchange (SIRE) inspections and tanker regulatory requirements. Chevron runs a comprehensive ABS-certified training facility in Glasgow, Scotland, with simulators for bridge operations, engine room operations, tactical operations, and cargo loading. The company covers all training expenses for employees.

Chevron gives new hires career "road maps" to reach Master. The road map defines the steps necessary to advance from one rank to the next, including training and assessments, for mariners and engineers to ultimately get to where they want to be in their career. It is the employees' responsibility to follow that road map, and sign up for training courses and competency assessments. Some assessments can be done on board the ship, others must be completed at the Glasgow training center.

Another aspect of the road map is a clear, focused checklist for career progressions and promotion of rank that is quantifiable and defensible. Additionally Chevron also reassesses all their Masters every three years, and the program as a whole is designed to take them from "I *think* we're safe" to "I *know* we're safe."

In addition to the Glasgow training center, Chevron operates *CAPRICORN VOYAGER*, a dual-purpose ship that in addition to carrying cargo, is designed with an extra deck used specifically for training. Chevron takes on approximately 40 cadets a year.

Captain McKenney believes the road map was essential for him to earn command at such a young age. He knew exactly what he needed to do and when.

Chevron



He advised the cadets in the room, "whatever you want with your career, you can get there. I am proof of that." This young Master holds pilot endorsements for San Francisco Bay Pilots and a Columbia River Bar Pilots. While he is very comfortable taking ships into Chevron's home ports in San Francisco Bay, he takes on a docking pilot in San Francisco Bay, and he takes on a Columbia Bar Pilot when entering that challenging waterway.

Chevron operates four U.S.-flag ships and 30 international flag ships. U.S. licensed mariners are on the same pay and benefit scale regardless of the ship's registry.

In Q&A, Captain Frank Zabrocky asked about anti-bullying training. Captain McKenney said he has not seen specific training on bullying, though he has had training on how to handle difficult human resource issues. ❁

SAFE OPERATIONS CAPTAIN MARC BAYER

Senior Director, Shipping Operations, Tesoro Maritime Company, #2774-RU



Tesoro Maritime, a west-coast company, is a ship charterer rather than ship owners. They charter four Jones Act tankers and numerous barges with crude oil terminals

and four refineries in Alaska, Washington and California and recently purchased a natural gas pipeline infra-

structure. They have grown from refining 665,000 barrels a day in 2010 to 875,000 barrels a day in 2015. This significant growth has not come at the expense of safety. Tesoro has worked hard to improve personal safety, process safety and address error omissions. Part of that is how Tesoro manages day-to-day operations. Tesoro's "Principles and Tenets of Safe Operations" are integral in all operations including interactions with vendors. Tesoro operates safely or not at all, and there is always time to do it right the first time. All Tesoro employees, no

matter their job title, have not only the authority, but the obligation, to stop work if they detect an unsafe condition. Tesoro will "slow down to speed up:" slow or shut down, re-evaluate, and put a plan together that works and enables them to move things forward again.

As a charterer, extensive vetting is the first action to operating safely; having right the right people, equipment, vessels and procedures in place is essential. Ships are vetted based on age, structure, maintenance, and operating procedures before they enter into Tesoro's system.

Ship owners readily comply with Tesoro's tenets, as their reputation is tied to Tesoro's. Tesoro requires that safety summits be conducted aboard a ship with all crew members prior to docking, and makes safety part of the daily routine.

Captain Bayer relies on extremely well-trained shore-side crew for his management team. He feels lucky to be able to handpick his marine superintendents: all have held command and some are former SIRE inspectors, though his biggest challenge is to find experienced senior mariners to come ashore and run the business.

Captain Bayer talked about working with Vancouver Energy and the Port of Vancouver, Wash. to build a state-of-the-art crude oil terminal at the Port of Vancouver. The Port of Vancouver is strategically placed to bring crude oil by rail from North Dakota, where it can be transferred aboard ships to be taken to one of Tesoro's refineries. Currently 40% of Tesoro's crude oil is imported from outside the U.S. This plan could offset as much as 30% of foreign oil imports and help the U.S. work toward energy security and independence. The plan is not to increase overall refinery production, but to displace crude oil imports with U.S. oil.

While emotion-based arguments have been seen in the media, the partnerships are working together to overcome perceptions through educational outreach based on sound science. Because Tesoro values safety and the environment, and the American west coast faces some of the toughest environmental public scrutiny, the design includes double-seals and vapor control systems in the entire chain from rail cars to hoses and pipelines, and to vessels.

Continuing with Tesoro's commitment to environmental protection, Captain Bayer noted that operating in Alaska's icy waters can be a challenge. He highlighted some of the special equipment safety precautions used at their Kenai refinery and operations for dealing with ice. ❖



INNOVATION

MR. JOHN PARROTT

Chief Operating Officer,
Foss Maritime

out,” but then they ran the numbers to prove if it could work. It was close. The EPA offered TOTE an ECA exemption while the ships were being constructed, and this allowed TOTE to move forward with the project. What TOTE didn't realize was that the EPA not only wanted clean air, but wanted to see TOTE drive the change. Parrott believed that if TOTE succeeded, then all new build ships would be dual fuel.

TOTE's sister company, FOSS, soon built the first LNG-powered hybrid tugs in Astoria, Ore. The company also developed hydrogen fuel cells (batteries) that run 25 reefers up to 200 hours on one charge. In 2012, TOTE was approached by a shipbuilder to replace aging ships on the Caribbean runs, and Parrott sent them away because the designs were not dual fuel. Two weeks later the builder came back with a dual fuel design and the *ISLA BELLA*, the first of the two ships, went into commission last year.

Mr. Parrott said innovation is hard; there is a learning curve. They had to learn about batteries, and learn about LNG fuel and how to deliver LNG ship-side. A change of mindset was needed with respect as to how contracts are formed with fuel providers; bunker fuel companies run on a different business model than LNG providers.

Mr. Parrott noted LNG-powered tugs were conceptualized and built by Americans, and the greatest cargo handling advent of all time – the shipping container – was also American. When containers were first introduced, naysayers thought it would kill jobs, but instead it revolutionized world-wide shipping and revitalized the American rail and trucking industry. While the American merchant marine seems to be in decline, we've managed to reinvent ourselves through innovation over and over again and will continue to do so. ❖

Mr. John Parrott believes innovation is the key to maintaining a viable merchant marine. Though he is new to his position with FOSS, he comes from their sister company TOTE, where he led the project to deploy the world's first LNG-powered ships.

The maritime industry has seen massive changes over the years and change drives innovation; change in regulations, change in economy, and for TOTE, the driver of change is fuel costs. Fuel is the top cost of running TOTE's business. Oil prices jumped to over \$100 a barrel in 2008, and when Mr. Parrott took the helm as TOTE's President in 2009, he was told by the parent company to improve TOTE's safety record, get the company financially back to where it was before the economic downturn, and get ready for Emission Control Area (ECA) regulations.

TOTE introduced the first “cold ironing” terminal in Puget Sound. Using the ship's generators in port costs 10-11 cents per kilowatt hour and plugging into the shore-side electrical grid cost 3 cents per kilowatt hour. This was a joint project with the EPA. The return on capital was very good. Zero emissions while in port was a bonus.

Now TOTE had to address the Emission Control Areas (ECA). TOTE's two ROROs run between Anchorage and Tacoma and are 100% inside the forthcoming ECA. TOTE was looking at a 30% increase in fuel cost to run ECA compliant fuel, and at the time, scrubbers were not a viable option.

Later that year, the port engineer, VP of marine, and a captain came into Parrott's office and asked him to look into converting the ROROs to run LNG. Parrott's first response was “get the hell



At the **Professional Development**



PRECISION NAVIGATION MS. CRESCENT MOEGLING

Northwest Navigation Manager, NOAA Office of Coast Survey

Office of Coast Survey is the charting interface for NOAA, and is largest data provider among all other federal agencies combined.

NOAA produces over 1,000 nautical charts covering 3.4 million square nautical miles including 95,000 miles of coastline and 25,000 miles of navigable channels.

NOAA leads the way internationally with chart data information and production. Charts are updated every Thursday

night, and with the move to print-on-demand and electronic charting, the most current chart is readily available to anyone online in a number of formats, including pdf, which is very popular among recreational boaters. For commercial boaters, ENC charts are compatible with ECDIS, though the USCG has yet to certify an ECDIS provider. Many countries, including the UK and Canada, still only offer paper charts for a fee.

The Office of Coast Survey provides information to support decisions. Depth charts, bathymetry, tides, obstructions to navigation, water levels, wave height, current directions, winds and more helps mariners plan navigation routes, load levels, windows for ship movement, transit risks, and plan execution. Data

are layered into products to support precision navigation: the ability of a vessel to safely and efficiently navigate where sea room is limited with statistical certainty. In that spirit, Office of Coast works with ports to identify unique needs specific to that port.

For example, newer, longer tankers have tighter underkeel clearances when pitching in the swell when approaching The Port of Los Angeles / Long Beach. High resolution bathymetry combined with real-time tide predictions, current observations, wave observations and predictions, allows pilots to plan when it is safe to bring in vessels and when the risk of grounding may occur. The project proved successful and increased efficiency within the port. ❖

Cruisin' the Willamette



VIGOROUS, the largest floating drydock in the U.S. with a lifting capacity of 80,000 LT, inside width 186 feet and length 960 feet.



Captains Dave Boatner, Jeff Cowan, and Tom Kildall



578-foot ATB with a 185,000-barrel carrying capacity for Kirby Maritime, built by Gunderson Marine.



Mrs. & Captain Paul Willers



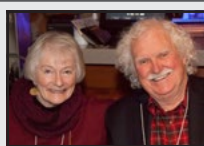
Heavy Icebreaker POLAR SEA, decommissioned in 2010, used for parts, and docked in limbo to scrap or retrofit.



VIGOROUS



U.S. Navy ACTUV drone at Vigor



Mrs. Joan & Captain Joe O'Connor



Captain Michael Mc Cright with TAMUG Cadets Sarah Adams, Victoria Maya, Chris Otte, Sheldon Graham.

REMAIN PROPERLY CREDENTIALLED CAPTAIN JERRY PANSELL

Director of Member Training and Officer Development,
American Maritime Officers Union



Captain Jerry Pannell believes the most significant factor to maintaining a viable American merchant marine is for U.S. mariners to remain properly credentialed internationally and domestically, and the flip-side is continued professional development. With an aging mariner population and shortage of new entrants and deck officers (and especially engine officers), are young officers properly trained and ready to fill the billets?

Before Captain Pannell explained STCW 2010 Amendments coming into full implementation by the USCG on January 1, 2017, which impacts mariners with current credentials and international endorsements, he prefaced with “don’t shoot the messenger!”

Senior officers holding current credentials must take a gap-closing course by January 1, 2017, that contains leadership and managerial skills. While many shipmasters may have the skill set through experience or company training, formal training is now required. In addition, all deck officers must be trained in ECDIS and senior engine officers must be trained in management of electrical control systems in addition to engine resource management. If the training is not complete, limitations will be placed on international endorsements that may not allow officers to work in certain capacities. Captain Pannell reports foreign port state officials are

coming on board and asking to see ECDIS endorsements. The STAR Center is in the process of training over 3,000 mariners in gap-closing courses.

Renewals after January 1, 2017 will have further requirements. For the first renewal, mariners must have 360 days of seetime in the past five years, and have taken a 1-day basic training revalidation course (includes basic medical care) and a 1-day advanced firefighting course. If the officer has less than 360 days of creditable sea service in the previous five years, up to two weeks of refresher courses are required that include basic training, advanced firefighting, survival craft proficiency, fast rescue boat, and medical care. Depending on seetime in the past five years, the officer may need to resit the credentialing test. Additional endorsements will be required for tankerman person-in-charge and officer in charge of watch.

Captain Pannell explained changes in qualifications for officer promotions and license upgrades coming into effect on January 1, 2017. The list of deck officer assessments that can be done on board went from 53 items to 146 items, which can be a challenge for senior officers on board who train and assess junior officers. NVICs detail “Qualified Assessors” onboard, who are trained and certified to assess competencies in specific areas. Masters and chief mates (or chief or first engineers) are well-qualified as assess-

sors, but it may not be appropriate, and time constraints may not allow it.

Further into the future, training and competency requirements will come into effect for the International Gas Fuel (IGF) Code for LNG and other low flashpoint gas fueled vessels, as well as Polar Code. Currently USCG guidelines and policy letters are the only form of compliance. For both Codes, STCW is in the process of developing model courses and the USCG will need to establish regulations. For STCW, the IGF Code is in process of implementation, and STCW plans to adopt Polar Code amendments in July 2016 with full implementation January 1, 2018.

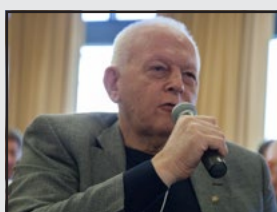
Many aging U.S. masters are overwhelmed by the renewal process, and often do not know what they need to do to renew. The STAR Center is trying to simplify the steps and make it as easy as possible. Many aging masters intend to renew once, but after that, will retire. For masters who have not sailed in a few years, Captain Pannell recommends putting endorsements into continuity where possible, but warns it’s not a free pass. ❖



Captain Klaus Niem: “If you put your license into continuity, and decide to go back to sea, what are

the requirements?”

A: The requirements in force at the time of continuity, and whatever else as a result during that gap. You are only holding time.

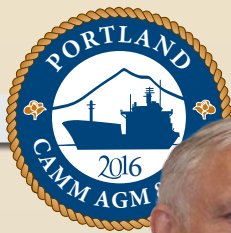


Captain Frank Zabrocky: “Is there a provision in STCW for a Competent Authority to make an exception?” A: I believe it would need to be presented to STCW and approved.



Captain Jeff Cowan: “In the event of an occurrence for national sealift, and with all regulations to maintain a license, where are we going to find the people?”

A: We try to make sure that when masters retire, their credentials are valid for a certain time period.



At the **Annual General Meeting**



STATE OF C.A.M.M.

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

We recently updated our database to match the designations per C.A.M.M.'s Constitution to distinguish between Regular Unlimited (RU) and Regular Pilot (RP) members. I assure you that the new letter designation does not change your membership status. If you were originally a Regular Member you are still a Regular Member, nothing has changed. The U or P have been added per the Constitution.

Captain Aschemeyer will report on new members, and has done a great job recruiting. He will also report on finances – it's tight but we are doing better, largely due to the work of Captain Aschemeyer, who is relentless in pursuing sponsorships and ads for *Sidelights*.

C.A.M.M. is becoming more politically known. Last year was the 6th Annual Maritime Industry Congressional Sail-In, where industry members speak with one voice when they meet with members of Congress. C.A.M.M. has been represented at all of the Sail-Ins and I had the honor of participating the last two years. The 2016 Sail-In is scheduled for June 14, and C.A.M.M. will be represented.

Maritime TV was here yesterday, as they were last year in New Orleans, to cover our Professional Development Conference, and this year they will be at our Closing Dinner to cover our keynote speaker and Lalonde Award presentation. In addition, C.A.M.M. was contacted last year by Maritime TV to sponsor coverage of the Kings Point graduation, which C.A.M.M. did. This year, when they approached us again, we asked to sponsor ALL of the maritime academy graduations. The problem is that maritime TV does not have crews available to record all the graduations. C.A.M.M. worked this year to have the feed for Cal Maritime's graduation posted, and will continue to work with Maritime TV in future years to meet the goal of sponsoring the broadcast of all State maritime school graduations along with U.S. Merchant Marine Academy.

Another source of exposure for C.A.M.M. is Captain Aschemeyer's contacts with Maritime Security East and West conferences. We advertise the conference in *Sidelights* in return for booth space at the conferences. It's very good exposure to the industry for little expense.

I have become the *Sidelights* editor, which I will report on later, and yesterday Captain McKenney confirmed *Sidelights* is reaching the Chevron ships. We have 97 ships over 100,000 GRT

on the mailing list and I have about 50 more to feed into the database. I have also updated the congressional mailing list, and we are now going out to 60 congressmen in key ports and those in ranking positions on committees dealing with maritime issues. Our printed circulation is now over 1,000.

In regards to the website, we're not doing as well. We upgraded features in MAS (Membership Administration System, C.A.M.M. data base), and think we have most of the glitches ironed out. To get into the site, you need your C.A.M.M. member number (without the letter designation) – that's your username. If it's the first time you've been into the site, click forgot password and it will send a temporary password to the email on file. If you have any problems, contact Captain Aschemeyer or me.

In the past, we've produced printed rosters and distributed them at the AGM. We had feedback from members who did not want phone numbers listed, but now that we've moved to email and away from postal mail, maybe we need to rethink the roster format. I'd like to introduce it as new business later today. I think it's nice to have a roster, and physical addresses are a difficult way to get in touch with people.

Overall, we are doing fairly well and continue moving ahead, which is always better than making sternway. ✦

NATIONAL OFFICERS' REPORTS

Secretary-Treasurer Report

Please refer to Captain Manny Aschemeyer's report on Page 8.

1st Vice President: Government & Public Relations

Captain Joe Hartnett, #2193-RU

I attended the wake and memorial for Captain Tim Brown. I first met him in

the 1980s when we both lived in Florida and we kept in touch over the years. We all mourn his passing.

Washington, D.C. is very busy in the coming months with Maritime Day and the Propeller Club Salute to Congress Dinner, where they will honor Senator Roger Wicker (Miss-R). I appreciate and thank C.A.M.M. for sponsoring my membership in the Washington, D.C.

Propeller Club and paying the fees associated with attending events in D.C., where I am able to promote C.A.M.M. and our issues. I am also a member of the Baltimore Propeller Club, which enables me to attend many maritime events in the port.

I have been working with the American Pilots Association (APA) to rekindle a relationship between C.A.M.M. and APA.

I had been working closely with APA President Captain Mike Watson, who recently passed away. I know two of the people running for APA President and based on my relationship with them, I think we can forge something between APA and CAMM. I would like to have APA help sponsor CAMM when we attend events in D.C.

2nd Vice President: Pilot Relations

Captain Dan Jordan, #2698-RP

As Second Vice President, I'm involved with the issues in relationship between masters and pilots. A few weeks prior to this event, I attended the West Coast Pilot Conference, with 70 pilots in attendance. Our discussions focused on pilot ladder safety, the pilot-master exchange, and fatigue issues.

There are a lot of ladders that do not meet ladder safety standards. We discussed who is in charge of inspections, and how to correct those issues. Some of the ship carrier charter rates are so low they're building their own pilot ladders on board with no certification, and quite often a step slips. The recommendation from APA is to report the violation to the USCG. Captain Cowan added that in San Francisco Bay the USCG is good at follow-up on ladder violations reported by pilots. Captain Jordan added that the Columbia Par Pilots have refused to board and bring in ships with unsafe pilot ladders.

The pilot-master relationship has changed with compulsory pilotage. Pilots are required, by law, to have navigational control while the master retains overall command of the vessel. Captain Jordan feels pilots have a good understanding and receive verbiage on the issue, but many masters are not getting that same message and verbiage. It makes an exchange at 0200 difficult if both sides don't understand where they should both be in the master-pilot relationship. Often, cruise captains want to dock their vessel, and many states are now saying that within a few ship's lengths the master can do the work but the pilot still has control of the conn. The pilot and master still have to work together.

Fatigue is a growing issue, and shipboard, cruise and pilot organizations are approaching it differently. Ships do not have the personnel to do the work required and the crew are exhausted. Errors happen when people are tired. Science studies show that being awake 24 hours straight is the same mental capacity as being legally drunk. We don't want people working cargo or spending time in port working on assignments, then sailing the equivalent of drunk.

{Captain Jordan's report led to an open discussion on fatigue; the following is a summary of that discussion}

A few years ago, after an incident with Sabine Pilots, the NTSB determined fatigue was a contributing factor, and went to each state and asked them to address fatigue with pilots. States came back with different responses from one extreme of hiring professionals to study pilots to make rules, to states who refused to respond because they felt it wasn't within their jurisdiction. There is not a standard as to what the rest period is. In STCW there is a disconnect: with pilots, rest periods are required; and with Masters and crew, work hour limits are imposed. This means that even though a pilot may be at home, is his family letting him rest? For masters in port, are they resting if going ashore? APA hired a Harvard professor to study work hours. The study recommended pilots work no more than 60 hours per week; however, ITF limits work to 72 hours per week, and STCW limits work to 92 hours per week, which are very broad differences.

The Columbia Bar Pilots impose no more than 8 hours of piloting at night and 12 hours during daylight. Puget Sound Pilots require 7 hours of work before a rest period, which meant if you worked 6 hours and 50 minutes, you could be pulled off one vessel and put on another because you hadn't reached 7 hours yet; and they often worked 18-hour shifts.

Another aspect to note is there is a huge difference in workload and stress of a pilot compared to the first or second mate aboard the ship. CAMM members agree a lower amount of work period for a higher stress job seems appropriate.

North Atlantic Vice President

Captain Frank Zabrocky, #1964-RU

I am a member of the Connecticut Maritime Association, and each spring they host an annual conference and trade show – the host hotel is reserved exclusively for the event. I think CAMM should be present at that event. Luncheons with speakers are hosted by organizations or companies, and the slots are full until someone drops out. CAMM might be able to host a separate lunch nearby, but the conference location is in the middle of a business park and there are no other hotels or restaurants nearby. A fee is charged for attending but the event has set aside certain hours that are free admission. The question becomes, can we logistically pull off hosting a off-site luncheon to gain more industry exposure for CAMM?

Gulf VP Vice President

Captain Michael Mc Cright, #2753-S

While I'm very active in the Houston chapter, I



*Captain Manny Aschemeyer
"I brought in 10 new members this past year. If I can, I know there's others who can. You've got the contacts and the connections."*



*Captain Joe Hartnett
"I have been working to rekindle CAMM's relationship with APA... and think we'll be able to forge something between APA and CAMM."*



*Captain Dan Jordan
"Fatigue is a growing issue... A lot of errors you see are from people being too tired."*



*Captain Frank Zabrocky
"I think they {CMA} like the idea of having real mariners be there; they're mostly commercial people, and have a respect for what we do."*



At the **Annual General Meeting**



Captain Michael Mc Cright
"I think it is important we rethink how we meet and how we reach out to the industry."

haven't been able to travel to NOLA or Mobile Bay, but would like to when I find the time. I agree with Captain Hartnett's idea to interact at a different level to get more exposure to successful people in the industry than the sit-down meeting with speakers model we have had in the past. In Houston, we regularly hold those sit-down meetings with speakers, and get better turnouts when the speakers are from companies recruiting for cadets.

I think it is important we rethink how we meet and how we reach out to the industry. For the most part, we are all heading in the same direction, and when most of the institutions are either competing with, or trying to sell to, each other, it's hard to bring them to the same table, but it is possible.

South Pacific Vice President

Captain Klaus "Nick" Niem, #2167-RU

My quest to establish a chapter in Honolulu continues. I contacted the MM&P representative in Honolulu who agrees the feasibility is very good. There are several retired Matson and APL masters now living in



Captain Klaus Niem
"I wish to establish a CAMM Chapter in Honolulu.... What is the feasibility to do something?... It is very good."

CHAPTER REPRESENTATIVES' REPORTS

New York Metro

Captain Frank Zabrocky, #1964-RU

I am saddened to report the passing of Joy Sandberg, wife of Captain Sandberg, chapter president, this March.

Baltimore / Washington, D.C.

Captain Joe Hartnett, #2193-RP

We find we have more participation from our chapter representing CAMM at local events than we do at any business meeting we hold. I am okay with that because we are getting CAMM's name out in the industry. We have other organizations contacting us to sponsor events; for example, \$100 for a golf hole sponsorship with CAMM's logo at the tee, and sponsorships at these events brings us new members.

Most of our members are active pilots; we have a few active sailing masters, and we are trying to recruit retired masters – or any master closer to D.C. than Baltimore– who can actively represent CAMM at D.C. events. Currently, our closest members are an hour or more outside of D.C. Will Watson has been very helpful in D.C. and is trying to arrange a chapter meeting for us in D.C. Unfortunately he is not permanent boots on the ground in D.C.

If anyone knows of any events in the D.C. area at which CAMM should be represented, please send me an email or give me a call and we will do our best

Hawaii and I am working to contact them.

I received a copy of *The Mathews Men: Seven Brothers and the War Against Hitler's U-boats*, along with other members of the BOG. It's a good read, and maybe we can reprint excerpts in *Sidelights*?

I was curious about why the *SS AMERICA* was initially laid up, and heard a sea story related to a prejudice issue within the crew shortly after departure on a weekly run from New York to Southampton. The *AMERICA* was sold shortly thereafter to Greek owners, changed name five times, the last was the *AMERICAN STAR*, when she ran aground on rocks in the Canary Islands, where she lays to this day.

North Pacific Vice President

Captain Cal Hunziker, #2457-RU

We have two very active chapters in the Northwest: Columbia River and the Seattle Chapter, who will report their activities in the chapter reports. I thank the Columbia River chapter for putting together the wonderful accommodations and last night's sailing on the Willamette River. ❖

to have a member attend.

I take extra copies of *Sidelights* with me and leave them on the ships I pilot, and I get a lot of positive feedback. Later this afternoon when we may talk about foreign masters, I can confirm that I often have foreign masters ask me about joining CAMM.

Tampa Bay

Captain Art Bjorkner, #2173-RU

The Tampa chapter continues to hold regular monthly luncheon meetings. At a recent meeting, we had a speaker from Special Operations Warrior Foundation, which provides for a full college education to the children of those lost in combat.

New Orleans

Chief Engineer Horace George, #3223-A

I am happy to represent the NOLA chapter while our president, Captain Ed Higgins, is out testing ships on trial runs. NOLA is doing well and we really enjoyed hosting CAMM's PDC/AGM last year.

We would like to thank CAMM for the high quality of *Sidelights*; it's very good reading and well done.

At the beginning of the year, we received an invitation from the American Merchant Marine Veterans to attend their dinner, where they recognized CAMM and looked forward to continuing our relationship. I think there are ways CAMM can support them, too. It was thrilling to hear their stories,



Captain Cal Hunziker
"We have two very active chapters in the Pacific Northwest." IFSMA Report: "The typical South American master has very little support, and a big thing in Chile is that the government is going to allow foreign-flag ships to sail coastwise and they asked IFSMA for help."

and as we know they are all up there in age, so we need to support them whenever we can.

The chapter holds regular meetings with speakers and average a steady eight members plus guests. We currently have 20 members on the mailing list and are working to build our membership.

At our last meeting, Mr. Glen Jackson, whose brother Jack Jackson was an AB on the *EL FARO*, led a mind-boggling, riveting discussion on the incident. He has attended all the hearings thus far. He was allotted 20 minutes and after an hour we had to adjourn the meeting, and we asked if he could continue at a later date. Also, not one person made an attempt to leave the meeting early. We will continue to update CAMM on the matter, as there is much to be learned from this situation and we all have opinions and questions on the matter.

Houston

Captain Michael Mc Cright, #2753-S

Recently, I recovered some of the original documents from 1967 when the chapter was formed and they now sit in my office.

We regularly hold sit-down meetings with speakers, and at the meeting we held a few days ago, Captain John Peterlin III (1839-S), interim Administration Director for Port of Galveston, spoke very well about the large area the port covers, economics driving the port, and differences in support between the ports of Houston and Galveston, namely differences in property tax funding.

Every semester, from my own pocket, I give out a scholarship (inspired by Captain Jim Titus, in memory of his son) to whom I consider the best cadet. Over the past year, the scholarship morphed into a membership into CAMM as a cadet member. This semester's recipient is Nicholas Ramos, my TA and cargo mate who runs the simulator on the tanker courses I teach. Cadet Ramos recently accepted an assignment with Military Sealift Command. The Propeller Club of Galveston is also very active with a student chapter, sponsors and hosts many events, and gives out scholarships to all its cadet members.

I thank and appreciate TAMUG for sponsoring the four cadets I brought with me to CAMM's PDC, and was pleased at how well received they were by CAMM members and the PDC speakers. I think the lights went on in each and every one of them that they have a great future with a lot of potential, and this should spread throughout the academy.

Los Angeles / Long Beach

Captain Dave Boatner, #2162-RU

The Los Angeles-Long Beach Chapter is really

the Council of Ancient Master Mariners, and it is nice to see some younger guys such as Captains Aschemeyer, Zeluff and Cowan at recent meetings.

I submit that the chapter system and social lunch is not the way to move forward with CAMM. Young mariners do not join anything nor go anywhere. If it is not on social media, it does not exist. It is the value of CAMM we need to project. Every master in the merchant marine has enough money to pay CAMM dues – it is less than a night out on the town.

There are three things we believe we can do to gain membership without expanding qualifications (and some people think lowering standards). Expanding membership qualifications will not help unless people actually want to join. We all heard yesterday from Maritime Deputy Administrator Michael Rodriguez that there are not that many sailing masters anymore. We have less than 300 ocean going cargo ships in the American Merchant Marine and over 40% of sailing masters in our membership is not too bad.

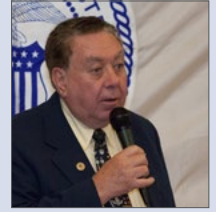
The only way we can do better is provide value. The value of CAMM is as an independent organization of shipmasters.

The first thing we should be doing is begin commenting on every proposed USCG rule making notice that effects our industry. We should be contacting all members of Congress on maritime issues: Food for Peace, PL 480, Export-Import Bank, etc. Cargo Preference, Jones Act, and Maritime Security Program are the three legs to the stool that supports the merchant marine. In *Sidelights* and on the website, we should publish instances of the positive things the USCG does on the regulatory side, and publish the negative things as well.

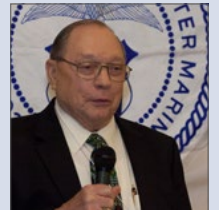
Unfortunately, the USCG is under severe commercial pressure from people who do not actually run ships. The USCG says it will not enforce rule ABC because it will be retaliated against on our ships. What ships? There are only 78 of them! We already have targets on us and are being retaliated against. We should hold the USCG accountable when they morph STCW regulations to get away from IMO standards. They make their own standards with a loophole "big enough to drive my Humvee through" (quote by former California Governor Arnold Schwarzenegger).

Under international rules, you may only violate STCW work hours for an "operational necessity" which is defined as an emergency. The USCG decided not to make a definition for operational necessity, so if it is simply operational, and you have to do it, the work hours limits cease to exist.

We need to hold the USCG's feet to the fire on this



Captain Art Bjorkner
"The Tampa chapter continues to hold regular monthly luncheon meetings... and continue to attend meetings with other maritime affiliated organizations within the Tampa area."



Chief Engineer Horace George
"AMMV invited us to their dinner and recognized us... It was thrilling to hear their stories. They are important people to all of us... and I think there are ways can help and support them... they are very worthy."



Captain Dave Boatner
"The only way we can do better is provide value. The value of CAMM is as an independent organization of shipmasters."
"We should begin commenting on every proposed USCG rule making notice that effects our industry."



At the **Annual General Meeting**



Captain Bill Good

"The majority of our members are bar pilots and we host meetings a few times a year in Astoria to accommodate those pilots."



Captain Don Moore

"In the community, we host a charity golf tournament ... to benefit Youth Maritime Training Association (YMTA)... Since we started in 2008 we have given over \$59,000 to YMTA for scholarships and operational costs."



Father Sinclair Oubre

"Good news: USCG has proposed a new set of rules which will require terminal operators and shipping companies to provide reasonable access to and from the ships making it easier for seaman to go ashore. The new rules are better than we had hoped for... The current system is totally corrupted."

because the number one issue for American Masters sailing today is workload. Every day they get a new requirement put on them by either the company or the regulatory system, and they get no help. They do not get additional manpower aboard the vessel, and they work more. Certain companies are knowingly violating the regulations and the USCG is selectively closing their eyes.

This is an area where CAMM can be effective as a professional organization. If I am in the USCG office with my MM&P hat on, they accuse me of only wanting more jobs – and yes, I do want more jobs – but what I am saying is “follow the rules” because not following them is negatively affecting the shipmaster. If CAMM says to the USCG, “you’re not following the rules, and you’re bending backwards for these commercial entities and compromising safety,” the USCG cannot say that CAMM is just trying to gain more union jobs because CAMM is an autonomous independent organization.

An example is Subchapter M, STCW work hour limits, and what was formerly called Minimum Safe Manning, but we should say Safe Manning. Ships today are not manned for contingencies. They are manned with the minimum amount it takes to get the ship from one place to another. For example, the OCI for a heavy lift ship, manned by 17 people, does not require a third mate or third engineer; it has a bosun and two ABs, and this is deemed to be adequate if you follow the maintenance manual, which is incorporated into the OCI. We asked the company for the maintenance manual, and the company had no idea what or where it was. So the company asked the USCG, who certified the inspection, and they did not know what or where the maintenance manual was, either!

The system is not working for the American shipmaster, and this is where we, as CAMM, can be most effective. I encourage Captain Cowan, Captain Klein, Captain Aschemyer and Captain Zabrocky, who is head of positions, that this is where we can make a difference. If we make a difference, we will get new members, but we must make a difference first.

San Francisco Bay Area

Captain Klaus “Nick” Niem, #2167-RU

The chapter has 51 members in the books. At our January meeting, we had a good conversation about virtual aids, ECDIS and an incident in the San Francisco Delta due to a lack of charts, which I also mentioned in previous reports in *Sidelights*.

USCG Sector San Francisco has invited CAMM members to attend the Change of Command ceremony on Yerba Buena Island July 19, 2016. Captain

Gregory Stump is retiring, and Captain Captain Anthony J. Ceraolo will assume command.

The chapter is saddened by the passing of Captain Mark Shafer three weeks ago.

Columbia River

Captain Bill Good, #1924-RU

We meet every second Friday of the month with a nice view of the Columbia River from our regularly reserved table. We are also the ancient mariners, with attendance as high as four when Captain Jordan joins us. Once we had a meeting of one – me! This is often why I do not have much to report for *Sidelights*. The majority of our members are pilots, and once a year we hold the meeting in Astoria to accommodate them, but not many are able to show up in Portland.

Seattle / PNW

Captain Don Moore, Jr., #1513-L

The chapter is doing well and is quite active. We hold a general luncheon on the 2nd Tuesday of the month with speakers and average 15 members at those meetings, and we meet for an executive business lunch once a month, where attendance is usually 6-10 members. It is at the executive meeting that we conduct CAMM business and present our ideas to the membership for consideration and approval. We have 64 members, 5 of those are lifetime, 9 are original charter members from 1981, and we have 8 companion and 3 honorary members. As for dues, all are paid up expect 8 members.

We hold our meetings at a restaurant that is part of the Landry Corporation (which owns many chain restaurants), and we have a membership that gives us over 10% in rebates throughout the year, which has proven lucrative.

We have two meetings during the year that boosts attendance. The first is the February meeting, which morphed from a Valentine’s thank-you to our wives to honoring woman in the maritime industry, and invite a prominent female in the industry as our guest speaker. In October, we honor a Maritime Person of the Year, which draws 50-60 people.

In the community, we host a charity golf tournament on the Thursday before Labor Day to benefit Youth Maritime Training Association (YMTA), for high school students. Since we started in 2008 we have given over \$59,000 to YMTA for scholarships and operational costs. Additionally, one local CAMM member sits on the scholarship judging panel. The presentations by the students vying for scholarships is held at Compass Courses Training facility in Edmonds, Wash.



We also participate with The Steamer VIRGINIA V Foundation, which preserves the last operational vessel in the Puget Sound Mosquito Fleet. This fleet operated as the ferry system in Puget Sound and adjacent waters during the

late 19th and early 20th centuries. Five of our chapter members spent a training day instructing students from Ballard Maritime Academy how to throw heaving lines, how to plot their position on a chart and engaged in firefighting skills

aboard the VIRGINIA V. Finally, we are in the process of putting together a working relationship with the Center for Wooden Boats, that puts on a wooden boat festival and parade each year. ❖

ADDITIONAL REPORTS

IFSMA Representative

Captain Cal Hunziker, #2457-RU

Please see IFSMA report on page 40.

CAMM Chaplain

Father Sinclair Oubre #3220-A

I want to thank the Council for selecting me as CAMM's Chaplain. I am appreciative of the opportunity to speak to several issues and topics of importance and interest concerning the maritime industry.

The first item is good news – we received word that the USCG has proposed a new set of rules concerning terminal access. The new rules were in response to the poor response by terminal operators to provide reasonable access to and from the ships for crew members. The current system is totally corrupted. Presently, some terminals charge seamen a substantial fee to move between the ship and the terminal gate. This virtually guarantees that the seamen will not go ashore. The USCG proposed new rules which will require terminal operators and shipping companies to provide reasonable access to and from the ships making it easier for seaman to go ashore. The new rules are better than we had hoped for.

We are all concerned about the humanitarian crisis at sea, in particular with respect to the ongoing refugee calamity in the Mediterranean Sea. More than 3,500 people drowned in 2015 and another 500 on April 20th of this year. I am reminded that the refugee problem is not limited to the Mediterranean. It is also a problem in the Gulf of Mexico with refugees attempting to reach the United States from the Hispaniola, Cuba and other poverty stricken areas in the Caribbean.

There is lack of direction from the

International Ship and Port Safety (ISPS) Code concerning rescuing refugees, but as mariners we have the responsibility to aid those in peril at sea. I suggest that Masters use the publication distributed by International Chamber of Shipping (ICS) called *Large Scale Rescue at Sea*. (www.ics-shipping.org/docs/default-source/refugee-migrant-rescue/large-scale-rescue-operations-at-sea.pdf). Additionally, the following two sites should be of interest to CAMM members: Seafarers Rights International (www.seafarersrights.org) and Human Rights at Sea (www.humanrightsatsea.org).

Continuing on the subject of sailors rights and rescues at sea, three important reports were recently made available by ICS, ITF and Human Rights at Sea. ICS and ITF have issued a *Guidance on Eliminating Shipboard Harassment and Bullying*. I was pleased to see Captain Frank Zabrocky's article on bullying published in the last issue of *Sidelights* which references this report. Two other pertinent reports are from Human Rights at Sea, entitled *An Introduction & Commentary to the UN Guiding Principles on Business and Human Rights & Their Implementation in the Maritime Environment* and *Voluntary Maritime Rescuers: Awareness of Criminalization*.

I urge shipping companies to be careful when manning their ships with mixed crews. They must not inadvertently mix people who historically and culturally do not respect each other. Putting two such personnel groups together aboard a ship makes it nearly impossible for the crew to function properly and safely. I caution Masters to be aware that when making a rescue at sea that involves refugees, some states' immigration policies may view his conduct as criminal – so be mindful and

be informed.

In the October 2015 issue of *Sidelights*, I asked the question "Can a Sailor Be a Saint?" This was in regard to Captain Leonard LaRue/Brother Marinus. For those who do not know, in 1950, during the Korean War, while in command of the SS MEREDITH VICTORY, Captain LaRue rescued 14,000 Korean refugees from the port of Hungnam. Four years after the rescue, Captain LaRue joined the Benedictine Abbey of St. Paul in Newton, New Jersey. He served as a Benedictine Novice until his death in 2001. The story of the Captain who became a Benedictine Brother is told in the book *Ship of Miracles* and the documentary by the same name (www.shipofmiracles.com).

Finally I want to comment on the injustice of the Spanish Supreme Court's sentencing of Captain Apostolos Mangouras to two years in jail over the sinking of the MV PRESTIGE. Captain Mangouras did exactly what the Spanish government insisted he do and then prosecuted and jailed him for complying with their orders. I suggest that CAMM pass a resolution condemning the court's actions. {Note: said resolution was passed– see "Resolutions" under New Business.}

Sidelights & Website Report

Captain R.J.Klein #1751-RU

I became the *Sidelights* Editor by default nearly a year ago. The transition was smoother than expected due to Ms. Davyne Bradley already being in place as our layout and design person. Her experience is invaluable and has enabled me to focus on collecting articles from our contributors and doing some minor editing. *Sidelights* continues to be the main element for promoting CAMM



At the **Annual General Meeting**

and recruiting new members.

I ask that VPs and chapter representatives send articles concerning maritime events and happenings that occur in their area. It is not unusual for a local maritime story to go unnoticed by the rest of the country. *Sidelights* can be the means of ensuring that the story is told. This can be in lieu of a VP or Chapter report.

We are closer to the goal of a revenue neutral *Sidelights*. Special thanks is due to Captain Aschemeyer for his excellent job obtaining new advertising. We will need additional ads to reach our goal and we need your help. Please send any advertising leads to Captain Aschemeyer or *Sidelights* (sidelights@mastermariner.org). Advertising rates and information are available online at www.mastermariner.org/sidelights/advertising.html

Sidelights is now being sent to over 90 U.S. Flag ship captains and to 56 U.S. Senators and representatives. We will continue to build this circulation to include all U.S. Flag ships over 10,000 gross tons and target more key government personnel. Our printed circulation is over 1,000. In addition to the electronically version available on the website, we are investigating the idea of emailing *Sidelights* to maritime groups that may be interested in our publication.

Due to the limited visits to our website we are having difficulty selling the banner ads at the top of the web page. We have one advertiser who is dropping their banner ads but has shown interest in moving their advertising dollars to *Sidelights*. We continue our efforts to obtain more ads for the website.

I am aware that the website needs to be updated more frequently and am work-

ing toward a solution. We realize there is a great amount of information on the site and it can be difficult to navigate. The intention is to make the site more user friendly, including enabling chapter representatives to update their own chapter pages.

We completed an upgrade to MAS (Memberships Administration System) last September. We identified and corrected several errors that were stopping members from logging on. Each member can now update their personnel page by going to "Member Login" on the left hand menu of the website. Type in your "User ID" (your CAMM number - no letters) then enter your password. If you have not logged in before, click on "Forgot Your Password?" and a temporary password will be sent to your email of record. Any problems, email Captain Aschemeyer or me. ✉

POSITIONS & VIEWS

Captain Frank Zabrocky, Positions Committee Chair, led the positions discussions, where the membership reviews CAMM's positions and vote to continue, archive, or amend. All current positions are posted on CAMM's website.

Due to time constraints, he started with the five most important as determined in a survey by the membership. After voting, an open discussion ensued on specific positions as to what action CAMM can take to promote the position. The following is a summary of positions that ignited interesting open discussions. Time did not allow for all current positions to be discussed. It was decided that positions not voted on would be reviewed by the Positions Committee and corrected for any factual errors. Said positions would be continued as positions. Time did not allow for views to be debated or approved as positions. They will continue as Views.

Captain Zabrocky noted several of CAMM's positions reference documents published by other organizations. He suggested we keep a watchful eye on the documents to ensure they continue to reflect CAMM's position.

CAMM thanks Captain Cal Hunziker, Captain John A.C. Cartner, Captain Dave Boatner, and Captain Jeff Cowan, who were essential with their knowledge in their respective professional areas of expertise. Captain Hunziker verified references to IFSMA documents and positions; he is an IFSMA VP and co-chairs IFSMA's positions committee. Captain Cartner's extensive knowledge of maritime law and word-smithing skills helped us write strong, concise statements. Captain Boatner was essential in updating the status of many regulatory issues. Captain Jeff Cowan drew from his regulatory experience to give additional insight to several positions. Captain Cowan serves on the USCG Navigation Safety Advisory Council, recently attended the IMO Pollution Prevention Response meeting in London and has written articles addressing the dangers of using low sulfur fuel while maneuvering in and out of port and has served on oil spill and prevention boards.

Shipmaster Criminalization

2004-01

Captain Cartner pointed out that risk

of flight is the most common reason for detention of masters. He suggested we add verbiage that includes opposing risk of flight as the sole judicial reason for detention. After a discussion and research of IFMSA's statements and verbiage on criminalization, the position was amended passed with flight of risk wording added.

Jones Act 2012-04

All quickly agreed that this position remains a top priority and the position was continued.

Seaman's Manslaughter Act

2007-06

The motion to continue passed immediately. Changing this law requires an act of Congress. CAMM needs to put together a subcommittee to research the history of the law before approaching senators and representatives with a request to modify or abolish this law. This needs to be a position that lasts, not a one-time response to a particular incident. Father Oubre suggested CAMM be the catalyst to bring in support from other maritime organizations and that

we coordinate all efforts to change or eliminate this law.

Ports of Refuge 2004-02

The doctrine of Ports of Refuge was first recognized in Roman Law, and today in most States (meaning countries), it is a custom, not law. Captain Cartner suggested the doctrine may be obsolete for modern ships and suggests a better approach is to ask port states to amend domestic laws to accept vessels in distress if vessels are not at a risk for security or environmental damage. Captain Boatner objected citing the *PRESTIGE*, which was denied port of refuge on grounds of ecological damage. The ecological damage turned out to be greater because the ship was denied refuge. Last year, IFSMA called for maritime states to provide a single point of contact for ships to call for a port of refuge when in distress so they are not bounced from department to department or person to person, and can reach someone with authority to order a ship into a port of refuge.

CAMM members in attendance voted to continue the position as is, but establish a subcommittee to research and recommend action.

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

Captain Zabrocky put forward that the wording was confusing and it sounds like

we are saying two separate things, that CAMM is against inclusion, but if they have proper equivalent qualifications it's okay. It was clarified that CAMM is opposed to the language already in the law, and opposed to expansion of that law onto other vessels. Captain Boatner added that no action has been taken since the docket closed, but the threat is still there, particularly in the oil and gas industry aboard MODUs. The position is continued.

Witness Treatment by U.S. Officials 2006-05

Father Oubre noted a factual inaccuracy in wording, which was corrected without objection. The position was passed as is with the request that a subcommittee research risk of flight and propose appropriate wording be added next year.

ILO Maritime Labor Convention (MLC) 2006 2006-09

Position was amended by removing the words "to eliminate sub-standard shipping with respect to maritime labor" at the end of the position. This amendment makes our positions stronger and more succinct.

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

The motion to continue passed quickly, however, SOLAS wording is still under guidance and it is not manda-

tory. Currently there is little rhyme or reason to task-based manning, which is determined by companies. Members recommended sending it committee to research SOLAS wording and make a recommendation for next year.

Vessel Documentation, Inspection and Mariner Credentialing 2008-04

The merchant marine is a transportation entity, and not a military entity, so it should be housed within the Department of Transportation rather than the Department of Homeland Security. Amended to drop MARAD from wording; let Congress determine the subcommittee to house the merchant marine.

IFSMA E-Navigation Comments 2009-01

Dropped as moot; instead propose a new view supporting an industry-standard screen mode, that can be reset by an S-button when the watch changes and when a pilot boards.

The following positions were discussed and a vote to continue was passed by the membership. Positions 2009-4-04, 2012-01, 2012-02, 2012-04, and 2013-02.

Anyone wishing to take action and participate in any of the subcommittees mentioned herein, please contact Captain Frank Zabrocky or Captain Jeff Cowan. ❁

OLD & NEW BUSINESS

Strategic Plan

CAMM developed a strategic plan a few years ago, and it needs to be reviewed. Due to new slate of officers coming in, the plan was tabled to BOG meeting and their input for the next year.

Dues Increase

Captain Manny Aschemeyer proposed a dues increase, and as a starting point for discussion, proposed an increase from \$60 to \$75 per year. Captain Zabrocky proposed \$200 as a one-year gap fix, then lower to \$100 thereafter.

The LA-LB Chapter proposed \$100 with some members agreeing while others thought maybe we would lose some of our fixed-income members with any increase. As an alternative, members discussed a fund drive similar to NPR/PBS, and Captain Klein reminded the assembly that we already have that in the annual CAMM Cash Raffle. After much discussion, members voted to raise dues to \$75.

In a tangent discussion, CAMM is a 501(c)6 non-profit organization, which means donations may be deductible as a

business expense, but are not tax-deductible as an individual charitable donation. The reason CAMM is a 501(c)6 instead of a 501(c)3 is because 501(c)6 organizations can lobby and contribute politically and a 501(c)3 cannot. Political donations are not tax-deductible.

Next AGM

CAMM invited IFMSA to jointly host their AGA with CAMM's AGM in 2017, with the Washington, D.C. area as a possible location. Discussion focused on costs vs. benefits in hosting in D.C.



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Pros of hosting in D.C. is that C.A.M.M. can invite congressmen and it is the nation's Capital; however counter-argument was made that Congressmen likely won't show up for 60 people. Members felt they would be more productive participating in the annual Congressional Sail-In and that C.A.M.M. AGMs are not targeted at the general public. National will help organize the meeting and speakers, but will need someone local to organize the venue, catering and outings. A few members suggested other maritime-rich cities on the east coast. The decision was deferred to the Board of Governors' meeting to be held after the general meeting.

Ballot Committee Report

As one of the first orders of business Captain Klein appointed the Ballot Committee: Captain Dan Jordan, Chairman, #2698-RU; Captain Paul Willers #3287-RU; and Captain John Torjusen #3058-RU. They were instructed to collect the ballots from the Main Post Office, count the ballots and report the results to the membership.

They reported that 133 ½ ballots were received (one ballot was half destroyed and was not counted). All National Officers ran unopposed and all received at least 126 of 133 votes. The Committee certified that all officers are elected as follows: **President:** Captain Jeff Cowan #3070-RU; **Sec/Treas:** Captain Manfred Aschemeyer #1548-RU; **1st VP** Captain Joseph Hartnett #2193-RU; **2nd VP:** Captain Patrick Moloney #1829-RU; **N. Atlantic VP:** Captain Frank Zabrocky #1964-RU; **S. Atlantic VP:** Captain Elizabeth Clark #997-L; **Gulf VP:** Captain Michael Mc Cright #2753-S; **South Pacific VP:** Captain Klaus Neim #2167-RU; **North Pacific VP:** Captain Calvin Hunziker #2457-RU.

The Committee reported that all proposed amendments to the Constitution and By-Laws had received at least 128 of 133 votes. The Committee certified the passage of all amendments to the Constitution and By-Laws. To view the Constitution and By-Laws as amend-

ed go to www.mastermariner.org/about/const.html and www.mastermariner.org/about/bylaws.html.

Constitution and By-Laws Amendments

Ballots mailed prior to the meeting were retrieved and counted by the Ballot Committee (see Ballot Committee Report). All amendments passed, most notably changes to the Associate membership to include licensed deck officers, cadets, and foreign masters. Bringing in cadet and deck officers as associate members will allow them to be involved with C.A.M.M. early, and upgrade their membership status once they attain command. Several foreign masters, living in and outside the U.S., have enquired about C.A.M.M. membership. Foreign masters will be allowed to join only if they are a current member of their own country's masters' organization or if their own country does not have a masters' organization. Associate membership will remain limited to no more than 20% of the combined total of Regular, Special, and Life Members. Captain Aschemeyer informed those present that Associate members comprise only 6% of the current membership.

Electronic Ballots

Captain Klein proposed moving ballots to an electronic platform. Pros are more members are online and it is more convenient for members to submit electronic ballots than to return postcards to a ballot box. Electronic voting would also enable C.A.M.M. members at sea a means of voting. Costs are estimated as being nearly equal for setting up a secure online ballot system verses printing and USPS mailing. It was noted other organizations have moved to secure electronic platforms successfully. Changing from a mailed ballots to an electronic voting system will require a change to the by-laws.

Resolutions

C.A.M.M. proposed and discussed and approved resolution 2016-01:

The Council of American Master

Mariners, Inc. expresses its dismay and disappointment as to the proceedings against Captain Apostoulos Mangorous and his acts in command of the MV PRESTIGE.

Members also discussed issuing a resolution on the SEAMAN GUARD OHIO situation, but felt there was not enough information to make an accurate statement.

Open discussion moving C.A.M.M. forward

Captain Dan Jordan noted that the 2016 National Harbor Safety Conference will meet in Portland in September and it was proposed C.A.M.M. be a sponsor of the event. This is a good way for C.A.M.M. to be engaged in the local events.

In regards to recruiting new members, Captain Aschemeyer stressed the need to reach out to former and current business associates - be creative. Captain Klein repeated that when recruiting Masters, emphasize that as a C.A.M.M. member they will automatically become a member of IFSMA. C.A.M.M. cannot immediately help an American Master involved in a maritime incident outside the United States but IFSMA can.

Captain Boatner reiterated the three points he made earlier in regards to making C.A.M.M. more than just a social club: 1.) Respond to every USCG-proposed rule-making, participate in the Sail-in and other congressional-industry events. The more we participate, the less they can ignore C.A.M.M.'s opinion. 2) Echoing Captain Hartnett's pleas from previous years, Captain Boatner encourages everyone to meet with their local congressman. If our issues are to be heard we need to keep them before our Congressional Representatives. 3) Communicate to sea-going officers, and Masters in particular, that C.A.M.M. is on their side. Our value is that we are an independent professional organization working for the Master and the U.S. Merchant Marine. Tell perspective members - This is what we do for you - this is how we help you with the USCG, this is what we're doing in Congress, and this is what you're getting through IFSMA. They need to see the value of belonging



CHANGE OF COMMAND

Welcome CAMM National President Captain Jeff Cowan and 2016-18 Slate of Officers

Here we are, steady as she goes! I would like to build on the foundation established by my predecessors. Number one, we need more members and number two, the expertise here is nowhere else in the whole country. We have to utilize that. I want to make going to sea a better place for my kids. How are we going to do it?

I've discussed membership with a number of people, and my son included, considers CAMM an old fogies organization.



1st Vice President
Captain Joe Hartnett



2nd Vice President
Captain Pat Moloney

How are we going to attract newer, younger members? I don't live and breathe on these {holding up a smartphone}, but I do use this

quite often. I was talking with the cadets from Texas and we need to have a presence on Facebook. How can we engage younger mariners with stuff going on right now that effects them?

Who knows the American merchant marine better than those who sail her ships? CAMM has a unique and separate voice, and a different way of going about things than our union brethren. CAMM has a very extensive group with knowledge and expertise in the American economy, enhancing that, and how we do it. I urge you to get involved with local harbor safety committees. All of us live near ports and waterways, and all have harbor safety committees with public participation. California has exempted harbor safety committees from prosecution for rules they enact, but other states are not as progressive as California on this matter.

Our expertise is not doing much good sitting here talking to ourselves, we've got to get out there. I'm happy to listen to and talk with you about your ideas to move on to make a better world for our kids. Thank you. ❀



North Atlantic VP
Captain Frank Zabrocky



South Atlantic VP
Captain Liz Cark



Gulf VP
Captain Michael Mc Cright



South Pacific VP
Captain Klaus Niem



North Pacific VP
Captain Cal Hunziker

to CAMM and in return CAMM needs their support and cooperation.

Captain Mc Cright relayed advice given to him by a NASA rocket scientist: Don't rest on your laurels, you need to build on your successes. Most voyages are successful and uneventful, and unfortunately that is not sexy to media. The only time the maritime industry draws national attention is when there is a negative incident. We need to find a way to present to the public the value of our high success rate.

Captain Janet Walsh suggested a series of short, one-minute YouTube videos, that can range from cadets saying what they learned in class that day to a captain showing something of value. This idea

was well received.

Captain Cowan concluded by stating, "we've got work to do, and the more people we can engage with the better off we will be."

Board of Governors Meeting

Captain Cowan chaired the meeting which was held directly after the AGM. He requested all current committee chairs to remain in place; all present agreed. Captain Pat Moloney was appointed as the Lalonde Committee Chair. Captains Cowan, Hartnett, and Klein were selected to attend the 2016 Maritime Industry Congressional Sail-In. The locations for the next two AGMs were tentatively set for Charleston, S.

Carolina (2017) and Galveston, Texas (2018). IFSMA will be invited to join us at the 2017 AGM. Captain R.J. Klein was confirmed as *Sidelights* Editor. An Outreach Committee was formed and the following were appointed to serve: Father Oubre, Captain Pat Moloney and Captain Michael Mc Cright. This committee will focus on ways to connect with younger members and potential members. A Committee for Public Comments was also formed with Captains Cowan, Klein and Zabrocky to serve. Anyone interested in reading the complete minutes should contact Captain Aschemeyer. ❀



At the *Closing Dinner*

2016 LALONDE *SPIRIT OF THE SEAS* CAPTAIN JOHN A.C. CARTNER, PH.D.

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.

"It's a true pleasure to pass the Lalonde Award to Captain Cartner. One of the check-off boxes for the award is professionalism, and every time Captain Cartner opens his mouth, I learn something. This man is a true professional and I really appreciate you being here and making this a better organization. It is with pleasure I present you with the Lalonde Spirit of the Seas award."

— Captain Pat Moloney

"I am humbled by this award – it is a surprise to me. I'm very appreciative of the award because it is by my peers in an organization I love dearly and whose members I respect immensely. I had a mentor; a retired admiral in the US Navy. I worked with him 21 years in a naval architecture firm – he taught me lot – but the one thing that has stuck with me, and to which he attributed his spectacular career in the U.S. Navy was, "if you give, you get" and it's worked for me. You have to give to get. Thank you so much, I am very appreciative. "

— Captain John A.C. Cartner

Captain John A. C. Cartner graduated from the U.S. Merchant Marine Academy (1969) and obtained his unlimited U. S. Masters License. John studied for and obtained degrees as Bachelor of Science, Master of Science, Doctor of Philosophy, Master of Business Administration, Juris Doctor, and Master of Laws.

Captain Cartner built upon his education and experience in each discipline so that he has always been ready to respond when and as needed, and has often done so without compensation for his time and efforts. His humanitarian responses have primarily been directed at defending shipmasters and other seafarers who have faced criminal charges in matters over which they had no control and were not at fault.

John is a devoted husband, father, and grandfather, and has time to devote his service to the maritime industry and particularly to mariners. In addition to the pleasure he gets from his heavy workload, John sails his Cape Cod catboat *PENELOPE*. He is a member of the Episcopal Church.

Captain Cartner has sailed in all deck officer ratings from Deck Cadet through Master and served in the United State Naval Reserve. In maritime billets ashore, he instructed young mariners in the oper-

ation of the Computer Aided Operations Research Facility (CAORF) at Kings Point. He founded and chaired a naval architectural and marine engineering firm that provides support to a number of military units.

He heads a Washington, D.C. law firm that he founded, and has spread his legal wings to service in other Federal Courts outside of Washington. He was admitted to the bar of the U.S. Supreme Court and designated as a Proctor in Admiralty by the U.S. Maritime Law Association. Overseas he is an English Solicitor, where he anticipates being "called to the bar" as an English Barrister later this year.

Captain Cartner's wide range of experience in seagoing endeavors has exposed him to dangerous situations involving navigating through heavy and complex weather systems, mechanical and electronic failures, failure of assisting tugs and locomotives (Panama Canal), and exceptional risk of fire and explosion. Captain Cartner's skills in seamanship, ship handling, and emergency response has enabled him to bring his ships through these circumstances safely.

In addition to his education, shipping career and law practice, John is a prolific writer who is regularly published in maritime trade publications, and is a regular contributor to *Sidelights*. He is the principal author of the coveted and comprehensive reference source, *The International Law of the Shipmaster*. John has also shared the benefit of his expertise with many within and outside the industry by means of televised speeches and interviews on topical subjects, and publications recording his speeches and interviews. ❖



Kings Point classmates: Captains R.J. Klein, John A.C. Cartner, Frank Zabrocky



KEYNOTE SPEAKER MR. GREGORY BOROSSAY

Trade & Cargo Development Manager, Port of Portland

This year marks the 125th anniversary of the Port of Portland. The port was originally formed in 1891 as a public corporation to dredge a Columbia and Willamette River channel from the city of Portland to the mouth of the Columbia, with the Army Corps of Engineers — they haven't stopped dredging since.

The city of Portland was established in 1845 with a population of 800, soon after the Oregon Steam Navigation Company built a transportation network. Wheat and grain exports are the bread and butter for the port. From 1850 to 1870, production increased from 200 thousand bushels of wheat to 2 million bushels. The first clipper ship sailed out of Portland in 1868 with a thousand bushels of wheat to Liverpool, England. As the ships grew larger, and shoaling took its toll, the Port was formed.

The 103-mile river channel is expensive to maintain. Dredging is ongoing, pilotage costs are higher than other ports, and ships are getting larger. Since deepening the channel in 2010 to 43 feet, companies and ports along the Columbia and Snake river systems have made over \$1B in infrastructure investments. The Port is becoming a niche market for bulk, autos, and breakbulk carriers, and that is growing. In 2014, the port moved 14 million metric tonnes of wheat.

2014 was the fourth largest tonnage year for the marine division of the port, down slightly due to strength of

dollar and some commodity markets are difficult to manage. 2015 saw the largest shipment of barite ore, steel rail from Japan, and the single largest shipment of potash and soda ash in the history of the port. Grain was slightly down in 2015 but is on the rise for 2016.

Grain and bulk commodities are impacted by global supply coming out of the black sea, Australia and New Zealand. The charter market for ocean freight is at an all-time low, and it might be easier for a grain trader to source from the Ukraine into Korea simply because of fuel price and the strength of the dollar.

Mr. Borossay noted the Trans-Pacific Partnership (TPP) free trade agreement is on the minds of partners in Japan, Korea and China. For example, a free trade agreement with Korea was the key issue to export American-built Ford autos to Korea. The first year Ford exported 10,000 finished autos, grew to 50,000 cars in 2015, and Ford plans to increase exports in 2017 to 120,000 autos. The autos come in by rail from Missouri and are loaded onto ships in Portland. From the standpoint of the port authority, TPP is an important impetus for trade.

The port works diligently to build trade in the region; the river is a spectacular feature on the west coast, but does not have the populations like California or Washington. They try

to do things in Oregon that creates jobs, and estimates international trade supports 485,000 jobs (1 out of 5) in the area. In 2015, the port exported \$21B in goods to 203 countries. One of the port's missions is to get products and people from place to place.

Prior to 2010 when the channel was deepened, annual growth at the port was 2.0% - 2.5%, and since 2010 annual growth has been between 4.0% and 6.0%. Tug operators are busier than they've ever been, building and buying tugs and barges. Mr. Borossay feels this is only the beginning and the ports are well-positioned for bulk commodities.

The container business is uncertain, challenged by vessel size (vessels up to 7,000 TEU), a lower population, and ongoing labor issues. Mr. Borossay predicts it to be bullish in the long-term, once labor issues are resolved.

The Port works with state and federal authorities to keep the dams upriver operational; dam upgrades in the upper Columbia will take down the barge system for a few months. The most important project in the next decade will be to upgrade jetties in disarray. The port will be involved in outreach on the project, and somewhat in funding, but the projects itself will be primarily federally funded.

Mr. Borossay thanked and expressed appreciation for mariners, "we couldn't do our jobs without you doing your jobs." ❖



CASH RAFFLE *Winners*

1st Prize: \$800 Captain Mercer J. Tyler, #3234-RP
Land O' Lakes, Florida

2nd Prize: \$500 Mr. Jeff Schleicher
Virginia Beach, Virginia

3rd Prize: \$200 Captain Richard G. Spear, #259-L
Rockland, Maine

High Frequency Radars: Providing currents in real-time



by Holly Kent
Program Coordinator
Alaska Ocean
Observing System

This summer will mark the first transit of the Arctic's Northwest Passage by a large cruise ship filled

with tourists. Diminishing sea ice during the Arctic summer is making this possible. Large shipping concerns are also viewing future use of this route as a means to save both time enroute and money. But will the critical navigational information be there to ensure the safety of both life and property? Thanks, in part, to the development of High Frequency Radar (HFR) technology and the dedication of the Alaska Ocean Observing System (AOOS) and its partners to building a network of HFR systems in the Arctic, vessels will have the information critical for safe passage.

All mariners need to consider the currents created by winds, tides and other forces when underway. The interaction between currents and waves can pose a threat to navigation. The HFR systems deployed along the coast have the ability to measure both the speed and direction of surface currents over a broad area and at high spatial resolution over open water regions in near real time. These systems work by transmitting a radar signal over the surface of the ocean and monitoring that signal after it is reflected off of ocean waves. The transmitted and reflected signals are shifted by a process known as the Doppler effect, the same principal used by law enforcement to

catch speeding vehicles. A detailed description of the complexity of coastal current speed and direction is essential for oil spill and point source pollution tracking and prediction, Search and Rescue (SAR) operations, marine navigation, harmful algal bloom (HAB) forecasts, marine protected area and ecosystem management, tracking effects of climate change on coastal ecosystems, and coastal zone management. In the past, much of this data was col-



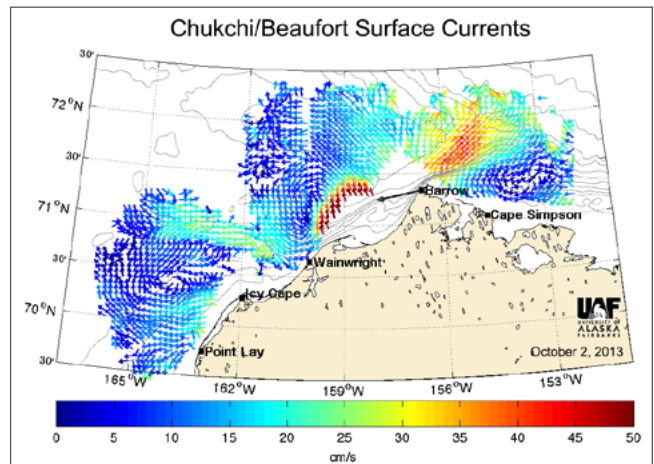
CRYSTAL SERENITY in Antarctica

PHOTO: COURTESY CRYSTAL CRUISES

lected through the use of measuring devices placed directly into the water, which was difficult and expensive to maintain in many locations, especially in remote Alaska waters. Additionally, HFRs are the only sensors that can synoptically measure large areas in the detail needed for many applications. Not even satellites have this capacity. One of the most critical uses for HFR surface currents data is in SAR operations. Real-time surface current information dramatically increases the odds of finding lost people or vessels by reducing the area to be searched. Tests show that by ingesting these data into the USCG's SAR system, the search area is decreased by 66% over 96 hours. The USCG estimates that access to HFR data in all U.S. coastal waters would save an additional 26 to 45 lives annually and significantly reduce the \$30M per year currently spent on rescue flights. (A. Allen, USCG Office of Search and Rescue analysis, 2006; www.ioos.noaa.gov/library/sarops_data_sources_uncert_nov2006.pdf).

HFR has also proven to be useful in oil spill response situations that could occur as a result of ship groundings or other marine accidents. The data is often used to help forecast where the

lected through the use of measuring devices placed directly into the water, which was difficult and expensive to maintain in many locations, especially in remote Alaska waters. Additionally, HFRs are the only sensors that can synoptically measure large areas in the detail needed for many applications. Not even satellites have this capacity. One of the most





oil or other material will flow. During the Deepwater Horizon Oil Spill Response, NOAA used data collected through HFR technology to measure surface current speed and direction in near real-time for the duration of the oil spill response efforts, providing daily, science-based oil trajectory maps.

HFR has biological and public health applications as well. In the Pacific Northwest, shellfish growers, tribes, fishermen and others are relying on critical information from these systems on the movement of harmful algal blooms and where they may come ashore.

AOOS and its partnership with Bureau of Ocean Energy Management (BOEM) and the oil and gas industry fund seasonal operation and maintenance of four HFR sites on the northwest coast of Alaska, an area of active offshore oil exploration and development. These systems are located at Point Barrow, Cape Simpson, Icy Cape, and Wainwright, very remote areas with little to no existing infrastructure. Sustainably monitoring currents in these areas can be difficult but through the use of HFR systems equipped with wind and solar power units, real-time current data is now available to mariners during the ice-free months. ☆

EL FARO: VDR found but recovery will be a challenge

by *Captian R.J. Klein, #1751-RU*

In early February, the National Transportation Safety Board (NTSB) announced plans to resume the search for the SS *EL FARO*'s Voice Data Recorder (VDR). According to the NTSB, the VDR was found April 26th at about 1 a.m. EDT when the *EL FARO*'s mast was located which is where the VDR was mounted. After examining numerous images provided by undersea search equipment, the VDR was positively identified. Another mission will be needed to recover the VDR. Brian Curtis, Acting Director of the NTSB Office of Marine Safety said "Extracting a recorder capsule attached to a four-ton mast under 15,000 feet of water presents formidable challenges, but we're going to do everything that is technically feasible to get that recorder into our lab."

The first of two hearings scheduled by the USCG Marine Board of Investigations began in Jacksonville, Florida on February 16, 2016. The Board questioned TOTE management concerning the company's policies on

safety, maintenance, and heavy weather navigation. During testimony, Mr. Morrell, TOTE's Vice President of Marine Operations stated, "TOTE has always put maintenance as a top priority," and added, "If we're late arriving in San Juan, we're late."

Also during the first rounds of hearings, a recording of a voicemail to TOTE's "designated person ashore" Captain John Lawrence, was played. In the recording, (made at approximately 0700 on 10/1/15), Captain Davidson was very calm saying that he had had a "navigational incident", that he would "keep it short", that we "got a pretty good list," and that, "everybody's safe". Captain Lawrence testified that he had called Davidson back quickly, and the veteran mariner sounded calm.

The second hearing began on May 16th and concluded on May 27th. It included testimony of shipboard management, cargo loading, lashing and stowage for the voyage in question, and weather conditions forecasted and encountered.

ABS surveyors were questioned concerning the *EL FARO* hull strength and machinery condition including the boilers. The lashing foreman for the last voyage testified that longshore operations went smoothly, and that "there were no issues." Representatives of the National Hurricane Center and of Applied Weather Technologies testified that the *EL FARO* had received forecast data that underestimated the storm and that some data was distributed to the ship hours after it was publicly available.

Captain Stith, Master of the sister ship *EL YUNQUE* said that he had been in email contact with Captain Davidson concerning hurricane Joaquin. Captain Davidson emailed that he had been watching the system and that he had altered "our direct route slightly more to the south which will put Joaquin 65 nm to the north of us at its CPA." ☆

Protect Your License & Your Livelihood

U.S.C.G.-licensed deck & engineering officers and state and federal pilots face a variety of risks which could trigger license Suspension and Revocation (S&R) actions and their related legal expenses.

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CAMM's Early History:

World War II Puts The Council in Lay-Up



*Captain R.J. Klein
CAMM Immediate
Past President
#1751-RU*

In 1940 the Council continued its effort to influence the Maritime Commission and the U.S. Government

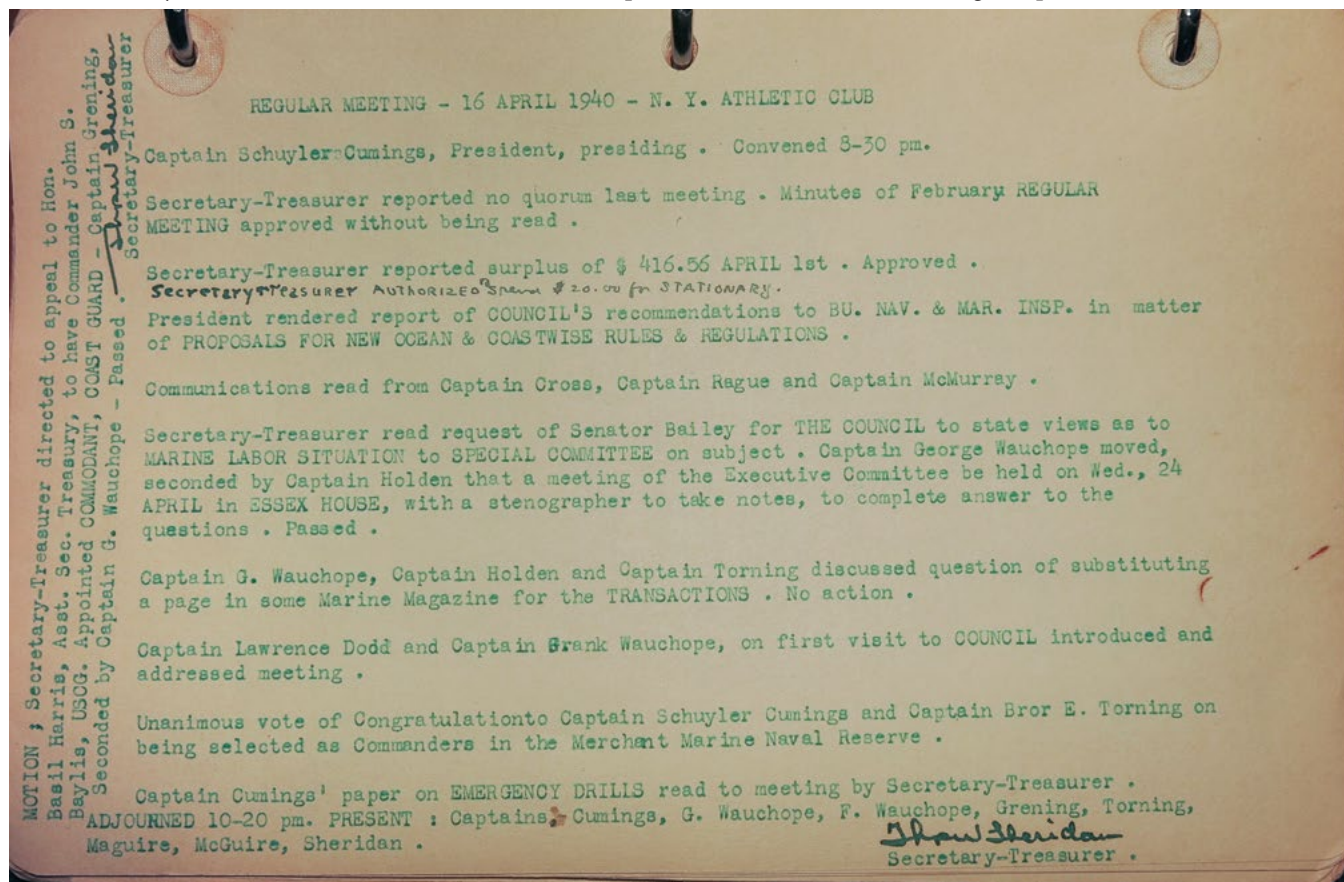
in matters concerning the American Merchant Marine. The Council was determined to fight the installation of "alien" compasses (dry compasses) aboard new ships being constructed under the Merchant Marine Act of 1936 and they sent recommendations

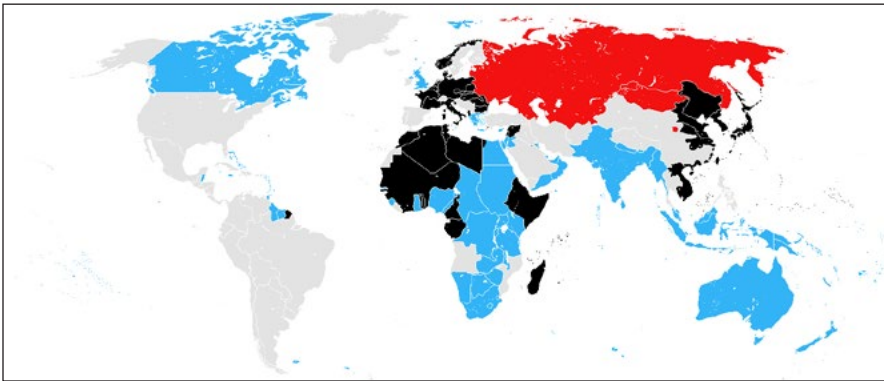
to the Bureau of Navigation and Marine Inspections in the matter of proposals for new ocean and coastwise rules and regulations. The latter included proposed rule changes to the three sets of "Rules of the Road" in effect at that time – Pilot, Inland and International.

At the April meeting, a motion was passed to contact the Assistant Secretary of Treasury to have Commander John S. Baylis appointed as Commandant of the Coast Guard. The Council had also received a request from U.S. Senator

Josiah Bailey (D- NC) to state its views on the marine labor situation. The request was deferred to the Executive Committee's April meeting. In that meeting a letter was prepared setting forth the views of the Council in connection with the labor problems in the American Merchant Marine. Unfortunately, their views were not made part of the record, so we are unable to know their position in this matter.

Another issue that was continually brought up in the first half of 1940



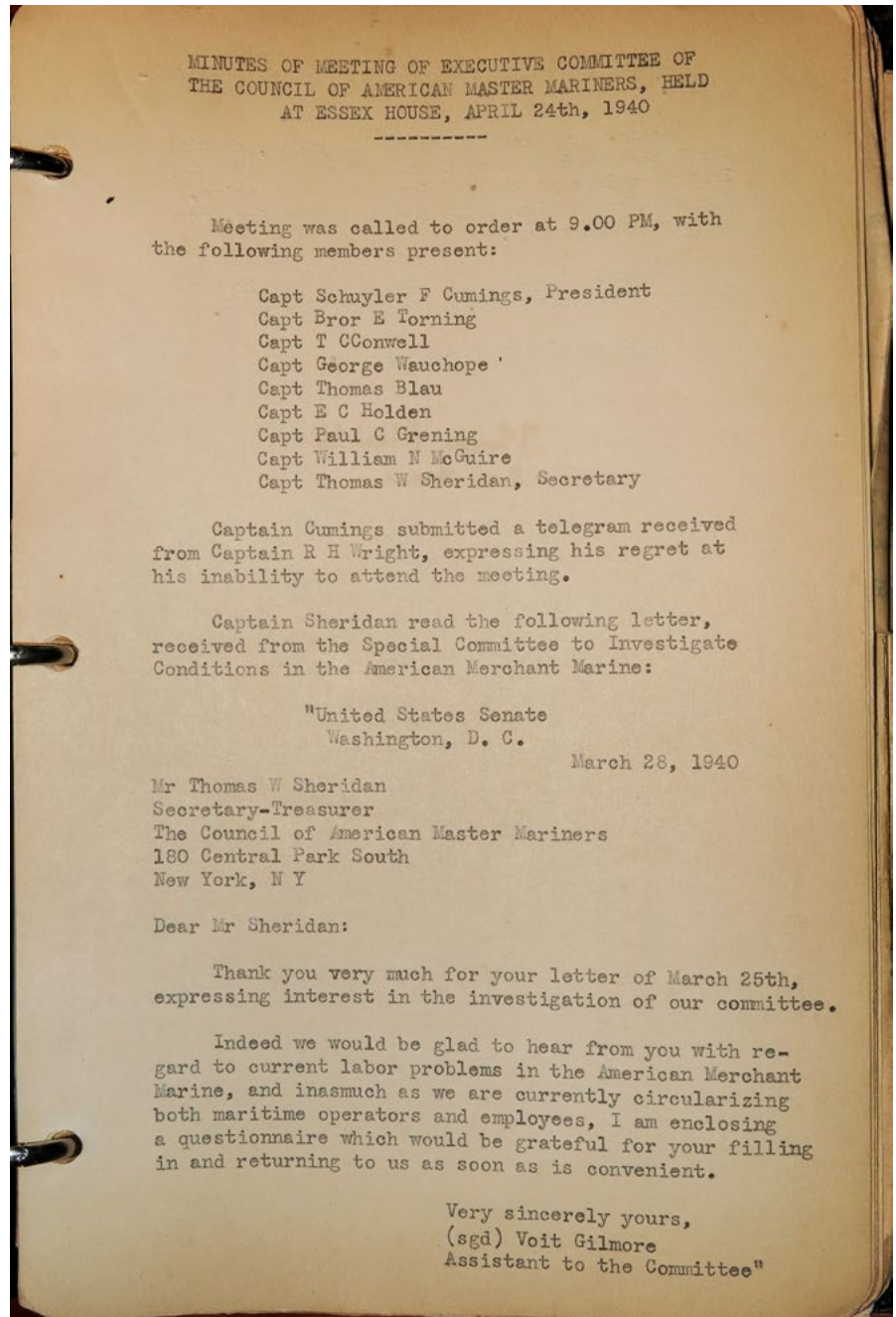


Western allies (blue), Soviet & allies (red) and Axis (black), December, 1940.

was membership. The Council recognized the need to increase their membership, but held fast to the requirement to become a Regular member. The requirement to be a Regular Member was to have had sailed as Master of a merchant ship over 5,000 gross tons for a minimum of two years. The time requirement limited at least one member to Special Membership status. This Captain was one of the original organizers of the Council and he requested to be made a Regular Member. His case was taken up by the Executive Board. They ruled against making an exception to the rules for membership and he remained a Special Member.

By September of 1940, national and world events had overtaken them. In early 1940 Hitler ordered unrestricted submarine warfare; the Soviet Union signed a trade agreement with Germany, while it (the USSR) annexed as many countries as possible. In June the rescue of over 340,000 British, French and Belgian troops from Dunkirk was completed and France signed an armistice with Germany. In late September, the Tripartite Pact was signed by Germany, Italy and Japan - officially creating what became known as the "Axis" powers. By the end of 1940 the Soviet Union was invited to join the Axis; except for neutral countries (Switzerland, Spain, Portugal, Ireland & Sweden) all of Europe and a large part of North West Africa was under Axis or Soviet Union control; Japan held Korea, large parts China and French Indochina; and China was engaged in a civil war The United

States remained neutral but had introduced the first peace time conscription (draft) with the Selective Training and Service Act of 1940. The Battle of the Atlantic was underway with even "neutral" U.S. merchant ships were being sunk by German U-boats. The Council suspended its meetings in September, 1940 and did not reconvene until March of 1947. ☆



IFSMA Representative Report

Last spring I attended the IFSMA Annual General Assembly (AGA) in Chile in lieu of coming to NOLA for



by
Captain Cal Hunziker
IFSMA Vice President
#2457-RU

CAMM's AGM. We had speakers from Europe, South America, Canada, and myself covering topics of interest to masters.

It was surprisingly well-attended by South Americans, who were very interested in what's going on. The typical South American master has very little support from their own maritime associations or government. A hot topic in South America is that the Chilean government wants to allow foreign flag ships to sail in coastwise trade, and the masters have asked IFSMA for help writing to their government explaining why this is not a good idea.

I attended the EXCO meeting in September in London. IFSMA will not be increasing dues; we are in a very healthy financial status. We hired a new secretary-general, Captain

Jim Scorer, part-time at 20 hours per week. Captain Scorer is our primary representative at IMO, and depending on what he sees for IFSMA's future, he may ask for more hours and hence, salary. We also are inviting IFSMA members to participate in IMO meetings. If you plan to be in London, please inform Paul Owen or Captain Scorer weeks in advance, and they can make the proper arrangements to attend the meeting with them.

IFSMA may be moving offices. The Nautical Institute, home to the current office, is rebuilding the current building and may not have space for IFSMA when complete. We are searching for new office space, and will keep you posted.

IFSMA's next AGA will be in Istanbul, Turkey, at the end of May. However, the U.S. Department of State issued a travel warning in March restricting entry and I will not be able to attend unless the warning is lifted. I will be in Germany at the time, and if it is lifted, it's a relatively short trip for me. 🌐

Secretariat's Report

by Captain Paul Owen

The start of the year has been a particularly busy time in the office. Annual subscription payments have started arriving, IMO meetings have been coming along at full steam ahead, and preparations for the Annual General Assembly are gaining momentum.

So far this year we have attended the IMO sub-committees on: Ship Design and Construction (SSD); Human Element, Training and Watchkeeping (HTW); Pollution Prevention and Response (PPR); Navigation, Communications and Search and Rescue (NCSR); and Ship Systems and Equipment (SSE). All the above meetings are reported upon on the IFSMA website. The full IMO reports,

with accompanying input papers, from these sub-committee meetings may be found on the IMO documents website, which requires you to log in. If you need a username and password, please contact the Secretariat, as this facility is available for IFSMA members. A photograph of the five persons attending SSE sub-committee is planned for inclusion in our report for that meeting.

At present a briefing paper for each IMO meeting is produced for those attending, but we plan to produce this much earlier for circulation to members so that you can have an input into these important meetings.

Coming soon to IMO are the parent committee meetings to the above men-

tioned sub-committees, these include: Facilitation Committee (FAL); Marine Environment Protection Committee (MEPC); Maritime Safety Committee (MSC); and Legal Committee. These will all be reported upon on our website after the meetings.

Places of Refuge – Responsibilities of The Master

Operational Guidelines (EU)

The master has the command of the vessel and remains in command of the vessel even when a salvage operation is underway, until such time that the master has relinquished his command and it comes under the responsibility of

the salvor.

The master shall:

- Inform the competent authorities (of the nearest coastal State(s)) of the incident as soon as possible issuing an incident report with at least the following details: (1) the ship's identity, (2) the ship's position, (3) the port of departure, (4) the port of destination, (5) information about the on-board cargo, (6) the address from which additional information may be obtained on any oil and dangerous cargo on board (i.e. copy of cargo manifest) to the extent known, (7) quantity, location and type of bunkers on board, (8) the number of persons on board, and (9) details of the incident;
- Inform the shipowner or the operator of the ship, in accordance with the ISM Code, of the incident;
- Cooperate fully with the Competent Authorities (CA);
- Communicate all requested or pertinent information to CAs.

The master should (with the assistance of the company and/or the salvor where necessary):

- Assess the situation and identify the reasons why the ship needs assistance;
- Carry out an appraisal of the threats (e.g. from fire, explosion, grounding etc.); and then
- Estimate the consequences of the potential casualty, if the ship were to:
 - remain in the same position;
 - continue on its voyage;
 - reach a place of refuge; or
 - be taken out to sea.

The master (and/or the salvor) should (See further Chapter 4 on Requesting a Place of Refuge):

- Identify the assistance required from the coastal State in order to overcome the inherent danger of the situation;
- Make contact with the coastal State (through the coastal State's MAS/MRCC) in order to transmit:
 - the master's appraisal of the situ-

ation (to the best of the masters' ability or knowledge at the time of the situation)

- the hazards and risks identified
- the assistance required
- the particulars required under the international conventions in force
- if there is an emergency response services (ERS) onboard;
- Undertake any relevant response actions to minimize the consequences of the casualty.

Link to complete document: <http://tinyurl.com/za6bwgo>.

Potential Dangers of New Technology on Ships

North P&I Press Release
January 28, 2016

North P&I Club has warned its members that despite the enormous benefits of digital technology on and around ships, there may also be some downsides. In addition to its recent warning on cyber threats, the club highlights some less obvious risks from the digital age in the latest issue of its loss prevention newsletter *Signals* – including video calls, emails, mobile devices and even 3D printing.

Loss prevention director Tony Baker says, "While many ships now offer technology such as satellite video calling to keep crews in touch with loved ones back home, care should be taken to ensure this does not make matters worse. For some seafarers, having easy access to friends, family and their ongoing domestic problems could lead to increased anxiety compared to the traditional clean break of departure."

Baker says digital technology may also be compounding the isolation problems at sea by reducing social interaction on board. "Rather than chat, play games or even watch videos with other crew members, it is now all too easy for seafarers to retreat to their cabins with their mobile devices.

"It is in the general interests of the

ship operator, vessel and crew to ensure a decent level of social interaction on board. Occasionally getting out the dart board, playing cards or board games will forge relationships and help the crew to be happy. A happy crew works more effectively, more efficiently and is more likely to be able to help individuals deal with any issues of isolation or anxiety."

In a separate development, North warns shipowners to be aware of potential criminal use of 3D scanners and printers. These are apparently now being used to clone and replace the security seals on shipping containers after break-ins. "The seals can be made within 10 minutes and include all the relevant identification marks, so thefts may remain undetected until containers reach their final destinations," says deputy loss prevention director Colin Gillespie.

Another article in *Signals* alerts North's members to the growing problem of email fraud, resulting in fraudulent misdirection of payments due under charter parties and other shipping contracts. "Good, common-sense IT security is the key defense to protecting the financial interests of everybody involved in shipping transactions," says Gillespie.

In the previous issue of *Signals* North also warned its members of the importance of securing all electronic systems both to protect the safety of the vessel and to ensure compliance with an imminent raft of national and international cybersecurity regulations.

Gillespie concludes, "The digital age has brought extraordinary benefits to the shipping industry and to crews, particularly in terms of improved safety, efficiency and communications. However, it is important for shipowners and seafarers not to let digital technology completely replace vital shipboard activities such as social interaction, team-building and a hands-on, common-sense approach to safety and security." 🌐



Dedicated to supporting and strengthening the position of American Master Mariner

Join forces with America's Master Mariners

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

CAMM's issues are your issues

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

CAMM advances the professional profile of our industry

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

CAMM builds partnerships

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

Representation at IMO through IFSMA

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

CAMM is on your side

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

CAMM supports maritime education

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

Apply at www.mastermariner.org/membership



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



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



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





Membership Application

The Council of American Master Mariners, Inc.

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

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

	Home		Business	
Address				
City, State, Zip				
Email				
Phone	Land:	Cell:	Office:	Cell:

Present Occupation:

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

Current USCG License:

Type:	Limit:	Expiration:
Endorsements:	Limits:	

Original USCG License:

Type:	Date Obtained:
Place/Institution obtained:	

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

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

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

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

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

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

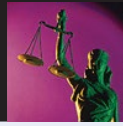
Please return this application with a copy of your Master or Pilot's license with a \$115 check (\$75 annual dues + \$40 application fee) payable to: The Council of American Master Mariners, Inc. Mail to Liz Clark, CAMM Membership Chair, 3100 NE 48th Ct. Apt #214, Lighthouse Point, FL 33064-7159.

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

Signature: _____ Date: _____

Sponsored/Referred by: _____

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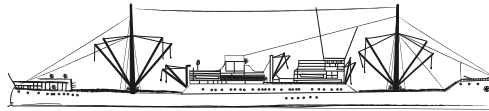
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