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Sidelights

October 2011 Vol. 41, No 4

Written by Masters & Pilots, for Masters & Pilots

Piracy... Despite efforts, it just won't go away

**Piracy Defence and Criminalization
Neighborhood Watch at Sea
IFSMA's Changing Attitude
Countering Piracy Project**



**M/V ICEBERG 1 held by pirates since
29 March 2010 with 24 crew aboard**



**Recent taking:
M/V FAIRCHEM BOGEY taken
20 August 2011 with
21 crew aboard**

**13/16 ships currently held have
been held longer than 6 months!**



**EU NavFor Somalia works to
disrupt pirate activity**

**23 /186 Success rate in 2011 for hijackers
= 12% Success rate = too high**

**BPM4 updated
August 18, 2011**



**Also in this Issue:
California Fuel Switchover
Interview with Captain Steve Wall
Report from IFSMA's AGA
Places of Refuge
Seafaring in 2011**

Published by the Council of American Master Mariners, Inc.

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

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In This Issue



ON THE COVER

Piracy in 2011. Statistics and ship photos sourced from EU NavFor Somalia.

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

PUBLICATION DEADLINES

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

View From the Bridge

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President Captain Cal Hunziker looks forward to progressing relationships with the USCG, invites AMO members to join the ranks of CAMM, comments on the persistence of piracy, and encourages members to volunteer for leadership roles in CAMM.



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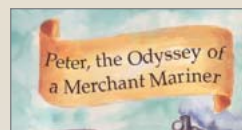


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NOTICE The articles in this magazine are entirely those of the writer, and do not necessarily reflect the views of CAMM nor its Board of Governors.

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

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Captain
Calvin C. Hunziker
CAMM National
President

NEW HORIZONS AND FOLLOWING SEAS

As we leave summer behind us, we are looking forward to new beginnings within our industry and with the Coast Guard.

Last spring, CAMM was privileged to have Rear Adm. James Watson, the Director of Prevention Policy at the Coast Guard, as a guest speaker and panelist at our annual general membership meeting in Baltimore, Maryland. Since that time, Rear Adm. Watson has started a new two-way communication venue entitled: *Coast Guard Mariner Flag Forum*. In his first issue, Rear Adm. Watson sent the listing of Coast Guard websites available to the maritime community that CAMM will be posting on our website for your use. Additionally, he has sent a listing of all sector commanders and prevention chiefs and their contact numbers which we will endeavor to post on the website also. I have indicated to Rear Adm. Watson that CAMM would be interested in an ongoing participation within this forum.

In the July issue of the American Maritime Officer's publication, Michael Murphy, the AMO National Vice President for Government Relations, wrote a very good article on CAMM and on the spring of 2011 AGM in Baltimore. In his article he recapped the events of

the AGM and urged AMO members to join CAMM. As always, The Council of American Master Mariners extends an invitation to any qualified mariner or maritime official to join our ranks. We hope that Captain Murphy's invitation to AMO members will be well received.

As to the continuing festering sore, piracy, the ICC – IMB website reports that there have been 326 worldwide attacks and a total of 33 worldwide hijackings so far in 2011. For the Somali coast there have been 186 incidents with 23 hijackings, 399 hostages, and 7 deaths. Currently Somali pirates are holding 16 vessels with 301 hostages. This information was updated on September 8, 2011. The latest *Best Management Practices for Protection against Somalia Based Piracy* (BPM4) was updated on August 18, 2011.

Mariners can find updated information and updated best practices on the icc-ccs.org website. As you will read in this issue of *Sidelights*, the European community has shifted its stance on carrying armed guards on merchant vessels. In reviewing the latest listing of incidents

from August 22 through September 8 there were 10 incidents worldwide: four in the Red Sea or the Gulf of Aden, three in Indonesia, two off the West Coast of Africa and one off Venezuela. It appears that this will continue to be a worldwide problem for the foreseeable future. It is our hope that the maritime community and the governments of the world will be able to come up with a solution before many more lives are lost.

On another note, the nominating committee is working hard to come up with a slate of national officers for the 2012 elections. I hope to be able to report a slate of candidates by the next publication. If you are interested in running for national office please contact your regional VP who is on the nominating committee. The Council of American Master Mariners can only continue to operate when it has volunteer members who are willing to put in the time, the sweat, and the effort to carry it into the future. Thank you for considering running for one of the open positions.

A handwritten signature in dark ink, appearing to read 'C. C. Hunziker'.

Captain Calvin C. Hunziker



Council Reports

Secretary's Report

Submitted by Capt. Don Moore, Jr.

The final part of 2011 is approaching. Just a few more weeks and we will be entering the last quarter of the year. Our annual new member drive continues to show progress, but our Panama Canal project has slowed down a bit. Remember, if you recruit three new members, you will receive a break in your dues for the next year. A list of the new members approved since the last issue is published elsewhere in this edition.

The National Board of Governors continues to work on the CAMM strategic plan. The results of the electronic survey sent out were collated and brought up for discussion at the AGM in Baltimore. The discussions generated food for thought, and results should begin to show.

Our bank account is healthy. We have prepared and sent out a mailing of dues invoices labeled "2nd Notice." Results are starting to show. I have received over \$700 so far. I have also made contact with a few members who have been missing and are interested in becoming involved again. Over 400 solicitations for new ads for *Sidelights* were sent out. We are hopeful that these mailings will bring results. Captain Tom Bradley, *Sidelights* Editor, asks all hands to submit to him contact names of any one in the maritime related field that could be approached for ad sales.

President Captain Hunziker, 1st Vice President Captain Elizabeth Clark, 2nd Vice President Vic Faulkner, and I are finishing our terms of office. We will turn over the watch in April of 2012. We are now searching for our successors. Please work with the National Board of Governors and the National Nominating Committee and submit names of those who are interested in stepping into the officer ranks.

Sidelights Committee

Submitted by Capt. Tom Bradley, Chair

Six years ago when I became CAMM's President I had an idea to create a high-end magazine themed around CAMM's interest and help promote membership, thinking with your help we can make it happen. We decided to bring together ten or so professionals that we felt showcased CAMM and the industry. After much talk I decided to do it myself, finding a layout person and printer, going for broke, so to speak. After a few trials and missteps, I started asking for help and to my surprise, more than a couple of people joined us with great enthusiasm and have been nothing but helpful in this process of getting this publication to print.

I believe *Sidelights* is the lifeblood of our community. If there is one thing I have learned from these wonderful people, it is they have a true passion for what they do and are the reason for our success. They have inspired me throughout this process as this magazine has turned from idea into reality. Thanks to Davyne, Layout Designer, the magazine is one of the best I've seen. Everyone who supported and worked on this did it with the hope that you would find this magazine helpful and inspiring as you read your own ideas and input, the news of others and what is happening in the industry.

With success brings new problems. Readers are asking for more of everything: more issues, more space, and wider distribution (even copies to be sent to all members of Congress). We are now receiving more input, more material, and more ideas than we are able to publish. Costs limit our page count. To be able to meet demands, we must have the support of advertisers. As CAMM and *Sidelights* becomes better known, advertisers are slowly coming in, but not fast enough for *Sidelights* to meet

demands or expand.

Bottom line: if you know of a company that would like to support CAMM by advertising in *Sidelights*, PLEASE let us know!

Membership Committee

Submitted by Capt. Liz Clark, Chair

The membership committee has received 23 applications in 2011, of which 22 have been approved. Two of those were upgrades to Life membership and two were re-instatements.

Several applications arrived originally without a copy of their licenses, which usually causes a delay in the processing of their applications.

2012 AGM Business

CAMM's 2012 Annual General Meeting and Professional Development Conference will be held in the Seattle, WA area. Venue and dates have not yet been finalized as of this printing, but are looking at sometime within the first two weeks of May.

It's also time to start nominating a new slate of National officers, proposing any Constitution and By-Law amendments, and of course, your the Lalonde *Spirit of the Seas* Award nomination. Many of these business items must be finalized and announced in January in order to send out ballots in February.

Seattle / PNW

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

It has been a busy summer with plenty of highlights for the Seattle Chapter, starting with Chapter President, Captain Richard Klein. On June 3rd, the Youth Maritime Training Association (YMTA) of Ballard, announced the following: "This year we honor Captain Richard Klein and the Council of American Master Mariners with the Annual Puget Sound Maritime Education Award for his



contributions to furthering the training of students entering the Maritime Industry.”

On July 7th, a total of 23 chapter members, spouses and other guests traveled to the Compass Courses Maritime Training Center in Edmonds, Washington for a special “field trip” meeting. Compass Courses owner, Ms. Julie Keim, graciously provided a tour of the facilities and hosted the lunch at a nearby restaurant. The highlight of the tour was the recently installed, USCG approved, lifeboat gravity davit that had been salvaged from the C-3 class ship, *SS GULF FARMER*, being scrapped in Brownsville, Texas. On the agenda at this July 7th meeting was the presentation of the YMTA 2011 Norm Manly \$5,000 scholarship to Sarah Deland, a marine biology major. This scholarship money was raised from our 2010 golf tournament.

On September 1st a total of 68 golfers participated in our annual “Bob Magee Memorial” Golf Tournament to raise money for YMTA. It was a beautiful day out on the Mt. Si Golf Course, located in Snoqualmie, Washington. Event organizer Captain Richard Klein and his army of CAMM and YMTA volunteers put on a very successful event that included a silent auction, raffle and buffet dinner in addition to the golf. Also, an impressive number of sponsors stepped up to help raise money for maritime education. The sponsors included: American Shipping Group, Compass Courses, Foss Maritime, MRG, Crowley, Matson, Westwood Shipping, Puget Sound Pilots, Aleutian Spray Fisheries, Crawford Nautical, Global Dive, Western Towboat,

SUP, MEBA, ABS, Black Ball Ferry Line, Trident, K-Sea as well as individual donors.

Coming up in October will be our annual Recognition Banquet. This year we will honor one of our own as 2011 Maritime Person of the Year: Captain Peter Chelemedos, WW II veteran and a former Seattle Chapter officer.

Columbia River

submitted by Capt. S.V. Faulkner

We are back after a pleasant summer break and held our first meeting of the season on Sept. 9th at the Red Lion on the River. I spoke with Capt. Carl Johannes, NW Regional VP and later to Capt. Don Moore, National Secretary/Treasurer, regarding more effective ways to enhance members ability to step forward and fill the offices of the National for next year, 2012. We also discussed the location of future meetings and timings in Astoria while catching up on the action of the AGM in Baltimore this spring.

South Pacific Region

submitted by Capt. Klaus Niem, VP

I am still trying to establish a chapter in Hawaii. Given the fact that many CAMM members live on various Hawaiian Islands, it is rather difficult.

I went to local high schools job fairs and presented the young men and women with material of the availability of jobs in the maritime industry, whether

licensed or unlicensed. I have pointed out to the students the various maritime schools and their requirements. The students received addresses from local towing companies and maritime unions.

Capt. Pat Moloney and I are still trying to establish a cadet chapter at CMA.

With the upcoming America Cup Races on San Francisco Bay, the USCG and parties involved have tentatively agreed to close the traffic lanes from 1300 to 1500 for inbound and outbound traffic except for the Bay Ferries.

San Francisco Bay Area

submitted by Capt. Klaus Niem

Attendance at our chapter is down. It seems that the pilot members avoid attending meetings. Some of our members crossed the Final Bar and others are of advanced age and cannot travel.

The chapter took off for the month of July and resumed meetings in August. Our topics of discussions were the upcoming America Cup Race on San Francisco Bay. This will take quite a bit of coordinating with shippers, USCG, and the traditional ferry routes. The *JEREMIAH O'BRIEN (J O'B)* will participate in this event and is in need for volunteers: licensed and unlicensed personnel.

Capt. Pat Moloney relayed that the *J O'B* had a successful Mothball cruise on 7/24/11. This was a huge sold-out success. On 8/27/2011 the *J O'B* sailed the America Cup route on San Francisco Bay and stationed her north of Treasure Island for viewing the new support tower of the new Bay Bridge with engineers from Caltrans on board, to explain the technical aspects, including the turning of the suspension wire cables. On September 27th the *J O'B* will be hosting an educational event (pierside) for 50 high school students commemorating the anniversary of the battle of the *SS STEPHEN HOPKINS* vs *KMS STIER*, a German Navy auxiliary cruiser. The *HOPKINS*, named for a co-signer of the Declaration of Independence, was among the first of the liberty ships from Richmond. The *HOPKINS* was sunk in the battle, but in turn sank the *STIER*, with the engine cadet

Continued on page 8 >>>



Thank you to those who volunteered their time to make the golf tournament such a success!
Right: Check out the golfing form of Captain Paul Godot, #2455-R!



Photo: Doug Suckoff

Council >>>Continued from page 7

singlehandedly firing the last five shots from the 4" gun. Fifteen survivors from the HOPKINS reached Brazil after a 30 day voyage in a lifeboat.

A little trivia in regards to The Salvation Army: In 1879, Lieutenant Eliza Shirley held her first meeting of The Salvation Army in Philadelphia, Penn. after immigrating to America, assisted by Merchant Marine Seamen.

Los Angeles / Long Beach

submitted by Capt. Dave Boatner

The Los Angeles / Long Beach Chapter meets at noon the second Tuesday of the month [except August] at Ante's restaurant in San Pedro. We usually have anywhere from 6 to 10 members in attendance. We regret to report the passing of Captain Mel Curtis who passed away last month. Although our chapter has lost a few great Captains during the last several years, members still take an active interest in their profession and encourage all Masters living or visiting in the area to participate in our monthly meetings.

Gulf Region

Submitted by Capt. Bob Phillips, VP

The New Orleans and Mobile chapters have been inactive during the summer quarter. New Orleans resumes its

regular meeting schedule on the second Thursday of each month from September thru May. There is a core group of seven that is regularly involved, supplemented with other members from time to time, resulting in attendance to drift between 7 and 14.

The Mobile chapter is semi-active with an informal gathering of a few members from time to time.

The Houston chapter is thriving under the able leadership of Capt. Tom Stapleton and continued meeting right through the summer. They are co-sponsoring a panel discussion in Port Arthur in September to discuss the modern day piracy situation. I'm really proud of the work that Capt. Stapleton has done in the Houston chapter since taking over the leadership of the chapter a year ago.

Overall, the Gulf region is in fair shape with one very strong chapter; one just average chapter and one below average chapter.

Houston

excerpted from Houston Newsletter

Captain Michael McCright has been selected to the newly-created position of Second VP of the Chapter. He will assist the VP-President-Elect, Captain Ed White, in supporting our chapter. Captain McCright is an articulate and

dynamic Master Mariner who is President of his consulting firm, Maritime Synergy Enterprises, LLC.

In June, the Chapter welcomed guest speaker Mr. Joe Adams, Union Pacific Vice President. Adams explained the areas of expansion, including adding double trackage in New Mexico to ease the choke points on the Los Angeles/ Long Beach to San Antonio corridor. He gave a detailed overview of Union Pacific's freight network, including fast facts: route miles, revenue, employees, customers, and the number of locomotives.

In July, guest speaker Mr. Tom Cheatum of Versabar gave a memorable presentation on his firm which specializes in super heavy lifting and engineering solutions in the maritime industry. This local company enjoys a worldwide reputation in ocean floor heavylift solutions, especially with removal of sunken oil rigs in the Gulf of Mexico. With the requirement of all offshore platform operators to restore the Gulf of Mexico's ocean floor to 'Original' condition after a rig has sunk or has been completed their useful life, Versabar with its unique heavy lift, engineering solutions, and proof-test capabilities, has a long and lucrative backlog in assuring that the

Continued on page 13 >>>

New Members

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

- | | |
|--|---|
| <p>1992-R Captain Edward J. Nanartowich of Williamsburg, VA
<i>Re-instatement; Welcome Back!</i>
Sponsored by Captain Elizabeth Clark, #997-L</p> <p>3308-RP Captain William E. DeSolver of Kennewick, WA
<i>Retired; Panama Canal Pilot</i>
Sponsored by Captain Vic Faulkner, #2898-RP</p> <p>3309-RP Captain Stephen Tillinghast of Bel Air, MD
<i>First Class Pilot; Maryland Pilots</i>
Sponsored by Captain Joe Hartnett, #2193-R</p> <p>3310-S16 Captain David Surface of Clinton, WA
<i>First Class Pilot; Washington Ferries</i>
Recommended by Captain Edmund Marmol. #3065-RP
Sponsored by Captain Donald M. Moore, Jr. #1513-L</p> <p>3311-R Captain Patrick M. Wright of Newport News, VA
<i>Mater; Keystone Tankers</i>
Sponsored by Captain Joe Hartnett, #2193-R</p> <p>3312-RP Captain John G. Jacobsen of Miami, FL
<i>First Class Pilot; Biscayne Bay Pilots</i>
Sponsored by Captain Stephen Nadeau, #1868-R</p> | <p>3313-S Captain Christopher W. Brown of Dearfield Beach, FL
<i>Chief Mate, Military Sealift Command</i>
Sponsored by Captain Frank Zabrocky, #1964-R</p> <p>3314-R Captain Craig R. Thomas of Sausalito, CA
<i>Master, Ret; General Manager of Argile Marine</i>
Sponsored by Captain William Good, #1924-R</p> |
|--|---|

Triple our Membership Drive

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



Watchkeeper Reports: National Maritime Center

by Tuuli Messer-Bookman, #3293-S

Notice Published on STCW Endorsements as Officer in Charge of a Navigational Watch

The U.S. Coast Guard announced the publication of a notice in the Federal Register announcing and requesting public comment on an amended National Maritime Center (NMC) Policy Letter on qualification via “the hawsepipe” for Standards of Training, Certification and Watchkeeping (STCW) endorsements as Officer in Charge of a Navigational Watch (OICNW) on ships of 200 gross registered tonnage (GRT)/500 gross tonnage (GT) or more. The effective date of the new NMC Policy Letter is July 1, 2011. The letter (11-07 dated June 17, 2011) cancels NMC Policy Letters 01-02 and 16-02, and provides guidance on how mariners may qualify for STCW endorsements as OICNW. The new policy allows proof of competency

to be offered via avenues other than formal courses. The Federal Register notice and related materials may be reviewed online at <http://www.regulations.gov>, docket number: USCG-2011-0525. For more information on this notice, please contact Mr. Luke Harden at (202) 372-1206 or CG5434@uscg.mil.

USCG NMC policy letters and guidance can be found at http://www.uscg.mil/nmc/policy_guidance_date.asp.

Medical Form Error Resolved

The NMC has resolved inconsistencies with the medical evaluation form 719K that were causing some mariners applying through REC Miami to have their applications rejected. Apparently, there was an error on the form that was linked through NMC’s website. There were also two versions of the form being used by mariners, and slight differences were causing mariner’s applications to be rejected. Mariners may not alter older forms, but should use only the 719K

form currently available on the NMC website. Altered forms, even if they contain all required information, will be summarily rejected.

The Deck Examination Guide has been re-written

Effective July 20, 2011, the previous *USCG Deck and Engine Examination Guide* will be replaced by the new *Guide for Mariners - Merchant Marine Examinations*. The “User-Friendly” format of the new guide allows the applicant to quickly retrieve all the necessary information concerning the examination process as well as the exams administered for each particular endorsement. As the NMC moves forward, the new format allows the agency to quickly revise the guide in response to regulation and policy changes. Thus, the Coast Guard states, the applicant can be assured of having access to the most up to date information concerning exams and the examination process.

HR104: RAMP (Harbor Maintenance Act of 2011)

by Lyn McClelland, Chair

The debate regarding which Corps projects should be funded continues to be a political football between the ports which generate the most revenue and those which receive the greatest amount of funding. But that imbroglia notwithstanding, there is no excuse for failing to expend the HMTF-generated funds.

The official summary of HR 104:

The Harbor Maintenance Act of 2011 requires the total budget resources for expenditures from the Harbor Maintenance Trust Fund for harbor maintenance programs to equal the level of receipts plus interest credited to such Fund for that fiscal year. Limits the use of such resources to such programs only.

Declares that it shall be out of order in the House of Representatives or the Senate to consider any bill, joint resolu-

tion, amendment, motion, or conference report that would cause total budget resources for the Fund in a fiscal year for harbor maintenance programs to be less than the level of receipts plus interest credited to the Fund for that fiscal year. ☆

A Sleep Apnea & Multi-Modal Transportation Conference

November 8-9, 2011 in Baltimore Maryland sponsored by The American Sleep Apnea Association. For details on this event, please visit the NMC website at www.uscg.mil/nmc/announcements/SAMTC_2011_sleep_review.pdf. ☆



Background information, full text, and online response forms for notices can be found at www.regulations.gov.

Watchkeepers Wanted!

CAMM is looking for watchkeepers to be CAMM’s eyes on the industry’s rule and regulation making. With so many different entities that govern and regulate the maritime industry, we need a full crew of watchkeepers! We’ve divided duties up by governing entity, and split the U.S.C.G. into several parts. Please see *Sidelights*, April 2011, pages 12-13 or contact Capt. Cal Hunizker or Lyn McClelland for more details and how you can help CAMM advocate and protect American seafarers within the industry. ☆

Dear CAMM,

Jones Act

It is important that our membership in CAMM as well as other Maritime societies and groups be aware and wary of self-serving members who would seek to undermine the Jones Act. There are those who benefitted by obtaining gainful employment at decent wages due to the Jones Act who now, for personal benefit, would like to undo the Jones Act. They are oblivious to the harm that would be done to future generations of American Mariners. We cannot allow ourselves to be influenced by those who ingratiate themselves in Maritime Organizations in our nation with the intention of harming the Jones Act for personal benefit.

It is hoped that we can go forward in union to achieve what is in the best interests of our American Flag Merchant Marine. That is what CAMM is all about.

— Captain Edward Gras, #837-R

Change of Course

I attended the CAMM Annual General Meeting last month that was held at MITAGS and hosted by the Baltimore / Washington Chapter under the leadership of Pilot Captain Joe Hartnett.

I regret to state that after all my many years as a member of CAMM, this was the first time I ever attended an Annual General Meeting. It was most informative to say the least and I recommend to all other CAMM members that if they have the opportunity to attend next year's AGM they do so as it is certainly worthwhile.

Captain Cal Hunziker set a notable agenda for the meeting and brought out a number of outstanding issues that faces CAMM now and in the future. One of the major issues to be confronted is that of membership.

An organization such as ours always faces a number of intrinsic problems. The members live in most of our fifty states thus we are a far flung group. If we couple this to the fact that of our active seagoing fellow members they are at sea a good portion of a year and cannot attend meetings. Further on, and even when they are on vacation, deferred personal problems, schoolings and the like make it almost impossible for attendance at meetings.

So where does that lead us if we are to continue to be a leading voice in the maritime industry? In my opinion it leads us directly to our esteemed Pilots. Most, if not all, of American Pilots have been seafarers and Masters before they moved on to their present positions. Pilots are held in very high regard by seafarers and especially Masters and they hold a high degree of respect throughout the industry and world.

A case in point is the Baltimore / Washington Chapter. The chapter had become stagnant over the years and then became inactive. Only through these local Pilots has it now become active and even vibrant. The fact that they sponsored this

year's AGM after getting off the ground only this last year or two gives credence to their abilities.

Thus it seems an all out effort must be made to recruit Pilots to become members of CAMM. I know there are current efforts to do this now but I have a proposal to make.

I propose that our organization have a name change. The Council of American Master Mariners would become The Council of American Master Mariners & Pilots. A no finer group of seafarers could be more desired that they and we would be proud to have them aboard.

— Captain Ed Pierson, #577-R

The Necessity of U.S. Naval Power

For your consideration I invite your attention to an Opinion bearing the above title which appears in the July 11th Wall Street Journal, Opinion section. While making the case for Naval Power, this Opinion sadly makes no mention of our Merchant Marine or our shipbuilding facilities. The implication is that a strong Naval presence does not need the support of either. Over one hundred comments were posted and many – to my surprise – seem to feel that a strong Navy is not a necessity. And in none of the posted comments does the merchant marine appear. I submitted a response (below) which appears today [7/13/2011] on the WSJ web site. If I may suggest, perhaps a further response should be submitted by this organization or perhaps an article in the next *Sidelights*. I believe it to be most important that the concept of the merchant marine be placed before the public whenever discussion appears about the importance of the Navy or other of the armed forces. The fastest way to find the original Opinion is simply to Google "The Necessity of U.S. Naval Power."

Ralph Mellusi's Response as it appears in the WSJ:

Today's [7/11/2011] WSJ has an article entitled "China and U.S. Spar over South China Sea" which states in part; "The South China Sea which may contain valuable oil and gas deposits, is claimed in almost its entirety by China..." For those who have not looked at a map recently, that this happens to be 1.4 million square miles. The question is this, do we let China assert control over this sea, if not, what is to prevent it? What concerns me more is the following UPI (Hong Kong) announcement made June 4th 2009:

Shipbuilding experts from Eastern Europe have confirmed that the People's Republic of China will start to build its own aircraft carrier this year, as preparations for the project are complete. The experts had visited the No. 3 military dock of the Changxing Island Shipyard — the new location of the Jiangnan Shipyard, known as the cradle of China's defense industry — based in Shanghai, where they acquired exclusive photos of the interior of the shipyard. From these it can be deduced that China is ready to commence building the

aircraft carrier at this dock.

See also the article in the National Post dated June 8th 2011 by Matt Gurney stating: *China has confirmed one of the worst-kept secrets in the military world: It is developing its first aircraft carrier, for launch at some unspecified future date.*

If you Google “China and Aircraft Carriers” you will see other articles on point.

I would think that most, if not all, Americans would feel as uncomfortable as I would if down the road, say 10-15 years from now, we see Chinese manned aircraft carriers off our coasts, more so, if our own aircraft carriers were mothballed. Which brings me to the second point I want to make which is this: Naval sea power cannot be projected for sustained periods without the support of the U.S. Merchant Marine and shipyards having the technology and manpower base capable of constructing and maintaining Naval and Merchant fleets. The U.S. Merchant Marine dates to 1775. FDR called the Merchant Marine the nation’s “Fourth Arm of Defense.” Check the records for WWII, Korean War, Viet Nam Conflict and Persian Gulf War and you will see his description was

correct.

Unfortunately our Merchant Marine and shipbuilding capabilities are diminishing with time.

—Ralph Mellusi, #2690-A

Sidelights

I just finished reading the latest *Sidelights*. I am proud to have known you [Capt. Tom Bradley] and your leadership plus skill in reviving CAMM... I am glad that you talked me into being the first President of Columbia River CAMM... This *Sidelights* is impressive. Thanks again for reporting the AGM so well.

— Captain Jackson Davis, #1644-R

Nice Job on Sidelights

I was looking over the most recent issue of *Sidelights* with Capt. Quick... I just wanted to say that I think it’s very well done. So commendations all around.

— Lisa Rosenthal

Communications Director, IOMM&P

New Book Releases Authored by CAMM members



Aircraft Carrier Command

by Captain Pete Booth, #3066-R

Commanding any warship takes the finest sense of knowledge, experience and leadership. A carrier, even more so given that only about eight are ready for sea out of our eleven nuclear powered carriers; each represents an irreplaceable national asset. In some 300 pages,

this book lays out the basics of command in a brief first section, followed by a host of bold-faced pragmatics in running an incredibly complex operation. This is followed

by a detailed analysis of two-dozen case histories of groundings, fires and collisions with no holds barred. Finally, are some 100 pages of command commentary by 24 seasoned carrier and combatant former commanding officers—how about 150 years of sea-command? This latter section is the meat of the book and one that any ship captain, flag officer or future OOD is invited to study, dissect, agree, disagree or modify, for absolutes in command are few and far between. Great reader comments, even before publication in the summer of 2011.

Please see www.peterbbooth.com for ordering information.

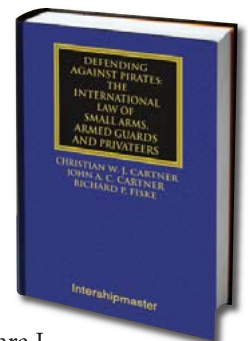
Defending Against Pirates: The International Law of Small Arms, Armed Guards and Privateers

Coauthored by Captain John A. C. Cartner, #2574-R; with Christian W.J. Cartner, and Captain Richard P. Fiske

This book assists in planning and executing international voyages where the carriage of small arms or armed guards is an important component. It will guide shipmasters through interviewing, hiring and managing armed guards, and will guide armed guards who are contemplating being hired. It provides important information for NGOs and governments. We identify various risks of sureties, owners, masters, other exercitors, armed guards and interested parties.

The book is written to supplement and to complement the book *The International Law of the Shipmaster* by John A. C. Cartner, Richard P. Fiske and Tara L.

Leiter, (2009) Informa/Lloyds. Both books are endorsed by CAMM and are available at a 10% discount to CAMM members. Orders can be placed online at www.intershipmaster.com. Enter CAMM in the coupon code for your discount.



CROSS'D THE FINAL BAR

MAYER R. ARMBRUST 1804-R



Mayer passed away on May 16, 2011 at his home with his wife and family by his side.

A graduate of the United States Merchant Marine Academy in Kings Point, N.Y., Mayer served with the Merchant Marines during World War II. He was employed by Matson Navigation for many years as a deck officer and later as captain. He moved to the Maritime Academy in Vallejo as department head and professor of continuing education, during which he received his master's degree in education administration from St. Mary's College.

Mayer was a longtime resident of Summerset, Calif. He especially enjoyed playing poker with his pals. He has set his sail for his destined port.

He is survived by his wife, Joanna; three sons, a daughter, a step-daughter, 10 grandchildren and five great-grandchildren.

RALPH PRUETT 2069-S



March 17, 1925 - August 16, 2011

Captain Ralph Pruett strongly believed in the importance of serving your country. He attended the U.S. Merchant Marine Academy in Kings Point and graduated in 1944. He became one of the youngest commissioned officers in the Navy during World War II. During the war he received the U.S. Navy Commendation Medal for leading a landing party that saved three U.S. officers who were trapped by Japanese soldiers. After the war he joined the Coast Guard.

Ralph's final tour of duty was in Boston,

Mass. as the Commander of the *USS BIBB*, a weather ship for the North Atlantic. He retired from the Coast Guard on July 1, 1971 after twenty-seven years of serving faithfully and proudly. Following his retirement, he became a hull and marine surveyor for Lykes Brothers Steamship Company, then U.S. Salvage Association, and finally Hull and Cargo, traveling the world, until he retired in 1995. Ralph was in great demand because of his reputation for honesty and thoroughness.

Ralph never met anyone he didn't like and he had the gift for seeing the best in everyone. He was an active volunteer for Boy Scouts, participated in programs to feed the homeless, and an active member of a local Lutheran Church. He and Marcie traveled to an orphanage in Romania several times which gave them great joy.

He was an inspiration to his family and will be greatly missed. He is survived by his wife of 57 years, Marceline Franck Pruett, his four children and eight grandchildren.

KEVIN MICHAEL DOONEY 2912-R

Captain Dooney was a Columbia River Bar Pilot since 2008, and perished June 4th when the small private airplane he was piloting crashed in the Lewis and Clark National Park near Astoria.

WALTER A. REINHIMER 3207-R

After an extraordinary life, Captain Walter Albert Reinheimer passed away

at home on June 11, 2011, surrounded by his beloved wife of 57 years, Majel, and dear friends.

He was a longtime mariner, world traveler, lover of classical music, opera, and a student of many languages.

He was born in the Germantown section of Philadelphia, Penn., on January 19, 1921. He had a beloved sister, Jane, who predeceased him in 2005 with whom he shared a wonderful friendship.

He graduated from the Pennsylvania Schoolship at the age of 17. He then joined the Merchant Marines and traveled the world and was involved in both the North Atlantic convoys and the Normandy Invasion in 1944.

When he met the love of his life, Majel, he settled ashore and became a Marine Surveyor in the Philadelphia area. He then became a Ship's Pilot for the Panama Canal and lived in Margarita, Canal Zone. While taking ships through the canal he befriended seaman from all over the world. Walter and Majel spent many vacations visiting those people in their native countries and immersing themselves in cultures and languages for months at a time.

The Captain will be remembered by family and friends as a force of nature who was larger than life and lived each day to the fullest. He was unique, had an insatiable curiosity about people and places and a great sense of humor, which he shared with those around him. ☆

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

Captain **Mel Curtis** #1549-R of Long Beach, CA, crossed 8/2011

Captain **Carl H. Hope** #414-R of Montross, CO, crossed 06/03/10

Captain **Sven Keinanen** #2256-R of Cave Creek, AZ, crossed 03/12/2011

Captain **Axel Munck** #2485-R of East Brunswick, NJ, crossed 07/22/2011

Captain **George C. Whealton** #1221-R of Vero Beach, FL, crossed 05/03/2011

Houston CAMM Co-sponsors Western Gulf's World Maritime Day Event



by
Father Sinclair Oubre
CAMM Chaplain
#3220-A

Observance of the International Maritime Organization's World Maritime Day. CAMM has joined with the Apostleship of the Sea USA, Nautical Institute - Gulf Branch, West Gulf Maritime Association, Maritime Trades Department - AFL-CIO, and Texas Sea Grant in putting together a powerful conference

Picking up on the IMO's theme of *Piracy: Orchestrating the Response*, these groups are encouraging their members and associates to come, and be part of a great learning opportunity. Headlining the conference will be Robert Gauvin,

My deepest expressions of appreciation go out to the Houston Chapter of the Council of Master Mariners for their sponsorship of the Western Gulf's Executive Director for Piracy Policy of the USCG, Joe Cox, President of the Chamber of Shipping of America, and George Quick, Vice President of the Master, Mates and Pilots.

Piracy: Orchestrating the Response will take place at the Port Arthur International Seafarers' Center, 401 Houston Ave., Port Arthur, Texas, on September 29, 2011. It will run from 9:00 a.m.-5:00 p.m., and will include lunch.

I certainly wish to invite all CAMM members to register and be part of this event. You can get full conference information at its web site: www.seafareriissues.net.

40th Anniversary of the Sinking of the *TEXACO OKLAHOMA*

I would also like to announce the availability of the audio and the video record of the 40th Anniversary of the Sinking of the *Texaco Oklahoma* Observance. You can purchase them through GreatRecordings.com at www.great-recordings.com/Texaco_Oklahoma.htm.

This was a powerful conference, with

the chilling stories by three survivors who recalled the events of that tragic day. In addition, crewmembers, who were not on that voyage, share their own memories of that time.

In the next issue of *Sidelights*, I will share the highlights of our World Maritime Day Observance. ☆

Apostleship of the Sea - United States of America

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



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

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

www.aos-usa.org

Chapters>>>Continued from page 8

bottom of the ocean is pristine and 'drag-free' after rig removals. Tom answered numerous questions from the floor. His presentation set the bar very high for future presentations!

In August, Justin Van Tries, Regional Sales Manager of ABS-Nautical Systems of Houston gave a detailed presentation on the most comprehensive suite of maritime software available today by Houston-based ABS Nautical Systems. One of the remarkable features of ABS-Nautical's software is the ability to upload and download vessel inspection findings for every vessel in class with ABS, including the ability for the ship's

senior personnel to query the inspection due dates of components, spaces, and machinery.

As *Sidelights* comes off the press, CAMM Houston is one of the sponsors for the Anti-Piracy Symposium, Sept. 29th at the Port Arthur International Seafarers' Center, to correspond with World Maritime Day. A full report will follow in the next issue of *Sidelights*.

Mobile Bay

submitted by Capt. Pete Booth

The Mobile Bay Chapter continues to meet on second Tuesdays of the month at Ryan's Bar and Grill. See page 4 for more details.

Tampa Bay

submitted by Capt. Dave Williams

After a summer recess, Tampa Bay will resume meetings on Oct. 11 at the Columbia Restaurant.

Port Everglades / Miami

No report submitted.

Baltimore / Washington DC

No report submitted.

New York / New Jersey

No report submitted.

TAMUG Cadets

No report submitted.

California Fuel Switchover



by
Captain Jeff Cowan
#3070-R

The California Air Resources Board (ARB) created regulations for vessel emissions reductions for California waters as part of its continued mission to improve air quality around the state. The new requirements came into effect in July 2009, under California Code of Regulations (CCR), Section 2299.2, Fuel Sulfur and Other Operational Requirements for Ocean Going Vessels within California Waters and 24 Nautical Miles of the California Baseline.

The regulations require that vessels burn either marine gas oil (MGO) with maximum 1.5% sulfur, or marine diesel oil (MDO) with maximum 0.5% sulfur, in their main and auxiliary engines. Following the implementation of the regulations, California witnessed a 100 percent increase in loss of propulsion (LOP) incidents within state waters during 2009. In 2010, California saw 54 LOP incidents compared to 24 in 2008 (the last full year before ARB regulations took effect).

Loss of Propulsion Groups

The LOPs can be loosely categorized into six groups for ease of discussion.

Group 1

In Group 1, engine failures resulting in the LOP are due to the inability of the main engine, operating with MGO/MDO, to overcome the forces on the propeller from the forward momentum of the ship. The engine may turn over at higher RPM and initiate combustion; however, as the engine reduces speed to come to dead slow or slow astern, there is not enough BTUs in the fuel to maintain engine inertia. The engine stalls with the subsequent loss of propulsion.

Similarly, ships not getting engine starts while anchoring when an astern bell is given, typically initiates a "Failure to Start" scenario. The remedy due to the lack of BTUs is to adjust the fuel rack to allow more fuel into the cylinder. This procedure cannot be done from most ship bridges but only from the Engine Control Room or from the Engine Side (manual).

Group 2

In Group 2, failures resulting in the LOP are due to problems with controlling the temperature of the MGO/MDO. Each engine has specifications as to the temperature range required to operate using either heavy fuels or lighter fuels. For example, the optimal temperature range for an engine might be 1350°C for a heavy fuel oil (HFO) and 400°C for the MGO. Because heavy fuels must be heated (for the right viscosity to burn) and lighter fuels may not need to be heated, there are problems associated during the fuel oil switch over in both heating and cooling the different fuel oil systems (since the fuel oil is supplied through the same auxiliary systems). Heating an MGO/MDO may cause "flashing" of the lighter fuel oil to vapor. The fuel

injectors would not work when the fuel flashes causing a loss of power in that cylinder. Multiple cylinder flashes could result in LOP.

Group 3

In Group 3, failures resulting in a LOP are associated with the loss of fuel oil pressure to either the fuel pumps or fuel injectors. The loss of pressure could be a result of many factors including wrong control set points, use of bypass valves, in-operable equipment, inattention to operating conditions, or excessive leakage through "O" rings and seals.

The problem lies with physics. Metal expands when heated and contracts when cooled. Ships evolved to burn the heaviest and cheapest fuel available, HFO. To utilize the HFO on ships, the fuel is heated to as much as 1500°C to get it to flow. In comparison, MGO/MDO fuel is burned at ambient engine room temperature or 400°C and no heating is required. Once the cooler MGO is introduced into the fuel pumps and injectors, they contract causing a loss of fuel pressure at the pump with marginal spray pattern and leaks at the injector.

One of the other issues using MGO in an engine that has successfully run HFO

for some time is viscosity. Typically the engine manufacturer's recommended minimum viscosity is 2 centistokes (cst). Fuel viscosity specifications at 400°C temperature for MGO/MDO range from 1.5 cst to 6.5 cst. The MGO loaded in California has a viscosity of 2cst to 3cst at 400°C. When the temperature of the MGO is increased into an already warm engine that just ran on HFO, the heat lowers the viscosity causing the fuel machinery parts to bind or break. Keep in mind that the cylinder temperature is usually maintained at 800°C and this heat migrates into the fuel lines as well.

Unsurprisingly, the introduction of distillate fuel into the fuel system causes leaks, sometimes excessive leaks. With MGO/MDO there is a very real risk of external combustion or fire. Replacing "O" rings at the manufacturer's recommended intervals has proven not to be adequate. For example, in the case of injector "O" rings on a ship, the manufacturer suggested interval for replacing fuel injector "O" rings is 10,000 hours.

The engineers on this ship found an interval of 2,000 hours was more appropriate to change injector "O" rings to prevent potential fire hazards. These fuel leaks tend to disappear when engines are switched back to the heavier fuel oil.

Group 4

In Group 4, failures resulting in LOP are associated with the loss of fuel oil pressure or the loss of flow in sufficient quantities to maintain operation. Strainers and filters or the lack of a strainer and filter contribute to clogging or restrictions in the fuel oil supply system.

The MGO/MDO acts as a solvent causing a de-coking effect, clogging fuel filters. This is due to burning a lower grade of HFO that has excessive amounts of asphaltenes. These asphaltenes adhere to the inside of the fuel lines and assorted other fuel components. When MGO is introduced the asphaltenes are released, collecting in the fuel filters/strainers.

Group 5

In Group 5, failures resulting in the Loss of Propulsion appear to be associated with problems in either the starting air system or the control air systems. Problems with starting air systems are not fuel related and only need to be mentioned as a cause of LOPs.

Group 6

In Group 6, failures resulting in the Loss of Propulsion appear to be associated with mechanical failure not associated with other groups.

Having defined the groups of LOPs, the intent of this guide is to reduce the Loss of Propulsion incidents occurring within the state of California boundaries. The time to deal with problems aboard ship is either miles out at sea or alongside the dock. Not in Maneuvering/Pilotage waters!

Many of the LOP incidents that occurred in 2010 involved "First Timers" (ships making first entry into California waters since July 2009). Since California sees between one to two first timers per week, based upon my knowledge and experience, the Office of Spill Prevention and Response (OSPR) decided to provide suggestions for ships working with low sulfur distillate fuel oil (LSDFO).

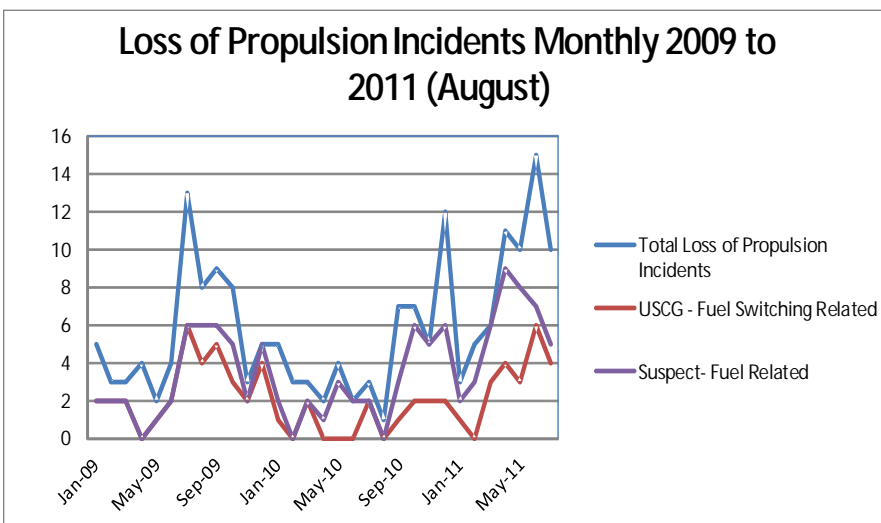
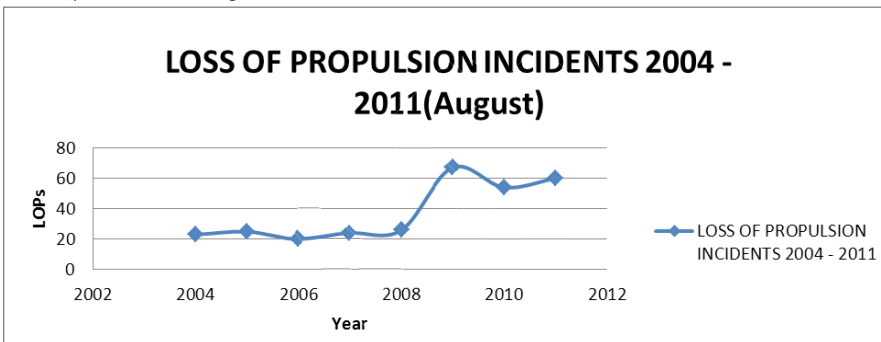
Operations

Initial Entry

For vessels intending to enter the California ARB Emissions Control area for the first time since July 2009, I recommended and California advises the crew should conduct a "TRIAL" (actual) fuel switching within 45 days prior to entering California waters. Run main and auxiliary engines no less than four (4) hours on low sulfur distillate fuel (LSDFO). This will help identify any specific change over or operational issues or problems.

If ships perform a trial fuel switch, the operators will be more prone to avoid problems that could occur versus learning underway upon entering California waters and not knowing the sundry

Continued on page 16 >>>



Fuel >>>Continued from page 15

issues. Forty five days was chosen based upon an understanding of containership operations where schedule is everything. Somewhere within that schedule there is always time to perform a trial maneuvering and 45 days should allow the ship's personnel to experience the fuel switchover and document remedial fixes, if any, mitigating Groups 1,2,3,4.

Repeat and Initial Entry

Part One: Training

Within 45 days prior to entering the waters of California it is strongly advised ship engineers should exercise:

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

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

Following, the "Perfect practice ensures proper performance" creed, if the bridge and engineering crew is practiced in the event of a "Failure to Start" scenario, they will perform satisfactorily when called upon in the event of a real failure. This is especially important in maneuvering/pilotage waters.

The air and fuel in the start sequence can be adjusted in the engine control room and at engine side. These items cannot be adjusted from the bridge on most ships; hence, the provision of the advisory/guide establishes protocols for dealing with the "Failure to Start" scenario as outlined in LOP Groups 1 and 2.

Too many ships have run out of "start air" because they continue to initiate starts from the bridge where control of the fuel rack and amount of air for starting cannot be adjusted.

Part Two: While Underway after Fuel Switching Completed (HFO to LSDFO):

Ships should ensure one of the senior engineering officers is in the engine con-

trol room while the ship is in pilotage waters to be able:

- 1) To operate the ship main engine from the engine control room.
- 2) To operate the ship main engine from engine side (local).

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

While interviewing Chief Engineers (CE), I found they were putting in excessive hours. CEs are not subject to the STCW rest requirements as they are non-watchstanders. However, the CE is human and subject to fatigue just as junior officers. It has been proven too many times that fatigue can cause errors in judgment and which could contribute to a LOP incident.

Usually the Senior Engineers consist of the CE and Second Engineer on internationally flagged ships while CE and First Assistant Engineer (on U.S. flag ships) have the most experience with the ship engine operation. If the CE is comfortable with anyone substituting on duty, it is usually the other Senior engineer. Hopefully, a substitution will allow the CE some rest. Some ships have the CE down in the engine room for the fuel switchover, then the CE retires for rest while assigning the other senior engineer to standby in the Engine Room, mitigating Groups 1, 2, 3, 4, 5, 6.

Part Three: Engine Guidelines

The following *Engine Advisory Guidelines* were taken from the U.S. Coast Guard MSA 03-09 with additions and clarifications from industry partners.

- Consult engine and boiler manufacturers for fuel switching guidance.
- Consult fuel suppliers for proper fuel selection. Exercise strict control when possible over the quality of the fuel oils received.
- Consult manufacturers to determine if system modifications or additional safeguards are necessary for intended

fuels.

- Develop detailed fuel switching procedures.
- Establish a fuel system inspection and maintenance schedule.
- Ensure system pressure and temperature alarms, flow indicators, filter differential pressure transmitters, etc., are all operational.
- Ensure system purifiers, filters and strainers are maintained.
- Ensure system seals, gaskets, flanges, fittings, brackets and supports are maintained.
- Ensure that the steam isolation valves on fuel lines, filters, heaters etc. are fully tight in closed position while running LSDFO.
- Ensure that the fuel oil viscosity and temperature control equipment is accurate and operational.
- Ensure detailed system diagrams are available and engineers are familiar with systems and troubleshooting techniques.
- Ensure Senior engineers know the location and function of all automation components associated with starting the main engine.

California hopes that ships choosing to use these guidelines will alleviate some of the LOP incidents occurring within the waters of California. It is my shared belief that it will only take one LOP incident to change lawful maritime trade internationally. So on behalf of my sea going brethren, any reduction of a Loss of Propulsion incident is one less chance of catastrophe. ☆

About the author: Captain Jeff Cowan sailed aboard various containerships as Master, capping a 35 year seagoing career. He now works for the State of California, Office of Spill Prevention and Response where his experience at sea and onboard vessels helps California make sound recommendations to industry. Cowan has two sons, one just graduating from and the other attending his alma mater, California Maritime Academy.

Government, Industry, Academia join forces to enhance maritime security



by Will Watson
Maritime Journalist
#3256-A

Communication, collaboration and cooperation are cornerstones of improving any endeavor and, in the maritime security sphere, a major stride was taken in August to bolster the effectiveness of these programs. On August 31st aboard the Presidential Yacht *USS SEQUOIA*, three critical groups came together to make U.S. waters and ports safer from terrorism and crime.

In a ceremony aboard the packed *USS SEQUOIA*, representatives from the National Maritime Law Enforcement Academy (NMLEA) were joined by members from the National Association of State Boating Law Administrators (NASBLA) and the Moran Office of Maritime and Port Security (MOMPS) to create the new security and training alliance.

Representatives from the U.S. Coast Guard, the U.S. Senate and House of Representatives, numerous federal law enforcement and intelligence agencies and the maritime industry were on hand to back the public private alliance.

To enhance their programs, NASBLA and MOMPS worked on creating the alliance with the NMLEA as a way to enhance and to add to their programs. A major part of that is the ability to offer the state-of-the-art online training program PortStar through the NMLEA.

The PortStar online training system is the fruit of a \$6.2 million Department of Homeland Security grant program in conjunction with Florida State University and is the nation's only comprehensive maritime security curriculum with flexible delivery options and online training management.

The unique features of the PortStar program, combining the creative use of technology, flexible delivery methods and expert support, coupled with pricing strategies designed to ensure substantial savings for subscribers and exceed all U.S. Coast Guard and MARAD requirements.

In addition to their advanced and improved tactical operations, the NMLEA also provides training and education in critical incident response to catastrophic events, as well as providing the PortStar online training program.

The National Association of State Boating Law Administrators is a national nonprofit organization based in Lexington, KY that works to develop public policy for recreational boating safety. NASBLA represents the recreational boating authorities of all 50 states and the U.S. territories.

"The Moran Office of Maritime and Port Security (MOMPS) provides a wide range of security services - exercises, security plan management, inspections, analytical work, fisheries enforcement, anti-piracy, force protection and many other innovative services and equipment - that are not currently offered in the Maritime Security arena," according to Mr. Jeffrey Milstein, Director of

Field Operations. *"Our approach provides real-time cost-effective solutions with boots that are always on the ground and ready to act in all 361 U.S. ports and globally,"* he added. ☆

Jeffrey Milstein, MOMPS Director of Field Operations, aboard the USS SEQUOIA. Milstein feels the partnership is "the stepping stone to curing some of the existing and merging threat vectors that threaten our ports, our nation and people."



PHOTO: MICHAEL KULIK

Neighborhood Watch at sea – a critical component of maritime security

by Will Watson, #3256-A

It's a longstanding tradition for mariners to watch out for one another. Whether it's rescuing a fellow seafarer from a marine casualty or helping a buddy out ashore, mariners are a tight breed. These days, with piracy, terrorism and seagoing criminals posing an ever-growing threat, that philosophy of

mutual aid has never been more important.

When a tanker lying at anchor in the port of Salalah, Oman was recently attacked by pirates, the crew nearly made it safely into the citadel... but one watchstander on the bridge didn't make it and the pirates were successful in seizing the ship. The Somali criminals forced the crew to raise anchor and steam to Somali waters where they sit today.

This attack was unlike most in that it didn't occur at sea. It happened in what was supposedly a safe anchorage. The crew had pulled back the razor wire in anticipation of taking a pilot aboard. The pirates hijacked a cattle dhow at sea

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PHOTO: U.S. COAST GUARD

Shoot a Pirate and Go to Jail?

It is not Farfetched



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

Some ever, are cowards. They do not like to get shot because to get shot is not to go back and enjoy the cash. If one is a pirate, or anyone else, the likelihood of being shot is substantial. Therefore it is rationally likely that one will be very careful in pirating. Flight should be the first line of defense at resistance for a pirate. Citadels? Navies? Electric shocks? Lasered eyes? Water cannons? Razor wire? Loud noises? Interesting, ineffective and usually from the imaginations of people who have no idea about maritime realities. And they are costly. What works on the cheap? Private armed guards.

Day to day shipmastering does not bring about a great deal of thought about things like that. Piracy and being held hostage does. Joseph Conrad said that to die for commerce was bad enough but when one could not fight against the elements he was trained to fight such a death was with ignominy.

The IMO is unique. It is the only intergovernmental organization legislating for our industry. The position has not been used well. The most recent statement on piracy gave tepid support to armed guards. However, of all things which work, armed guards are the most effective and least costly.

The IMO response to armed guards is not helpful. As Sherlock Holmes once pointed out, it is completely accurate and completely useless. It may be harmful because the point is missed and piracy goes on with its kidnappings, ransoms, deaths and tortures.

When will the IMO get it? The number of ships transiting pirate waters in northeastern Africa is large. The number of attacks and captures is small. The success rate of the attackers is substantial. Why? Pirates go for low-hanging fruit. Easy pickings are easy money and there is a lot of fruit nowadays. Pirates, how-

ever, are cowards. They do not like to get shot because to get shot is not to go back and enjoy the cash. If one is a pirate, or anyone else, the likelihood of being shot is substantial. Therefore it is rationally likely that one will be very careful in pirating. Flight should be the first line of defense at resistance for a pirate. Citadels? Navies? Electric shocks? Lasered eyes? Water cannons? Razor wire? Loud noises? Interesting, ineffective and usually from the imaginations of people who have no idea about maritime realities. And they are costly. What works on the cheap? Private armed guards.

It happens from the research that 80% of the fire in an infantry firefight suppresses the enemy but does not kill or wound. Raising one's head above the foxhole seems to be a 20% effort. Some 80% will not. Consider a vessel and think of it as a floating foxhole. That skiff and its squadron coming over the horizon are merely other floating foxholes. A field of fire set off from the higher-in-the-water floating foxhole will divert their lower-down floating foxholes. Why? Conrad said it: *"It is bad enough to die for commerce..."*

What if the next floating foxhole is armed, too, what now, doughty pirate lads? Maybe he is armed and maybe he is not. Hard to say, my brave comrades. Let us draw nigh and observe. Let us draw his fire, if any. Alongside, a hail of bullets and no letters to mother regretfully informing about the glorious demise of Abdul and his martyred tribal cohorts. No soldier life insurance either.

Private armed guards can and will suppress piracy. State governments are getting tired of the IMO. Norway now



allows armed guards. India is close. Germany and Holland debate. Here in The World's Greatest Banana Republic, our scholars in the State and Justices Departments believe they can cobble together enough bits and pieces of laws so that one can argue successfully self-defense if he shoots a pirate. That is not good enough.

If owners, masters, guards, officers and ratings do not have the confidence that they will not be prosecuted criminally or civilly by the flag state or another state when shooting an imputed pirate and following the rules and being in good faith that he is a pirate, why do it? One recalls the infamous stowaway cases of some years ago. It was easier to jettison them for some masters than to face the onerous fines and criminal liability for having one. The US has given some grudging approval to a defense in court after the fact – it has given none before the fact. There are rumors of a don't ask and don't tell informal policy about killing pirates in some governments.

The problem is simple: No state allows private parties to shoot other private parties in a premeditated fashion. That is a hit contract. An owner who signs one is treading on dangerous grounds if an armed guard kills a pirate at the owner's behest. The master is sworn to uphold the laws of the flag state. If he orders or permits or suffers the killing he is an abettor to murder. Officers and ratings are accessories.

A case will arise in the next year or two where Abdul is killed under contract while engaged in activities not fishing or salvage or the carriage of cargo for hire

Continued on next page >>>



Watch at Sea >>>Cont'd from page 17
and used it to surreptitiously slip into the anchorage. There, they reboarded their skiff and motored over to the tanker. A few extra minutes notice could have saved the crew from the captivity they now suffer.

A few days later, in the port of Falujah, Oman, another suspicious skiff was spotted. A quick-thinking watchstander aboard one vessel broadcast a warning over Channel 16 and other nearby ves-

Go to Jail >>>Cont'd from page 18
or recreation but requiring the wearing of a funny pirate suit. He is in international waters. The shots came from a flagged vessel. There was no due process of law here – Abdul was murdered.

You gave the order to fire. The handcuffs are too tight, sir, and stop pushing me down the gangway.

Back in the office the owner's interests are protected by a bevy of uptown lawyers who have carefully crafted the contract so that all responsibility really lies with you. His business is profit, not you.

Do you really think that he will stand by you in the dock in criminal court when you are charged with abetting murder? It should give you pause at least. ☆

Copyright, 2011, John A. C. Cartner, a U.S. and UK maritime lawyer. He holds the U.S. unrestricted master mariner certificate and is the principal author of "The International Law of the Shipmaster" (2009), Informa/Lloyds [www.intershipmaster.com] and co-author of "Defending against Pirates: The International Law of Small Arms, Armed Guards and Privateers" (2011), Intershipmaster Press, www.intershipmaster.com. He may be reached at jacc@shipmasterlaw.com.

sels heeded the call. One ship that was preparing to anchor took evasive measures, speeded up and escaped possible attack. At last observation, the suspected pirates were seen motoring for the high seas.

This incident points out the need for watchstanders not only to safeguard their own vessels but to share observations with nearby ships. The Neighborhood

Watch program works incredibly well ashore and there's no reason that it cannot work at sea as well. ☆

Will Watson is a member of CAMM and a veteran journalist. He also works for the Marshall Islands Registry and is a representative of the Republic of the Marshall Islands to the UN Contact Group on Piracy off the Coast of Somalia (CGPCS).

The International Law of the Shipmaster

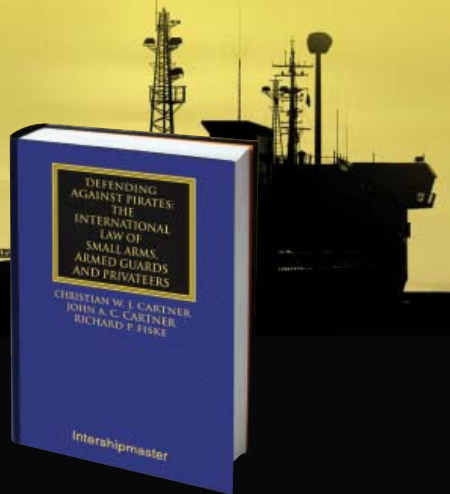
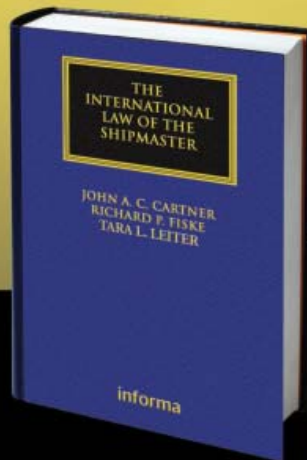
Part of the Essential Maritime and Transport Library
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The International Law of the Shipmaster (Dec. 2009)
has become the standard in the field.

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by CMDR (Ret.)
Michael Henderson
NOAA Office of
Coast Survey
#3239-A

NOAA Office of the Coast Survey

Coast Survey has been the mariner's trusted source of navigational charts and data since 1807. That trust is not an honor that NOAA takes lightly. We strive to maintain the

seafloor. The millions of depth soundings will be used to update charts and other ocean-based products (i.e., habitat characterization, tsunami modeling, and fisheries management) for coasts or port areas of Michigan, Rhode Island, Connecticut, New York, Virginia, South Carolina, Florida, Mississippi, Louisiana, California, Washington, and Alaska.

The new 2011 edition of NOAA's Hydrographic Survey Priorities, which guides future project decisions, are on the web at www.nauticalcharts.noaa.gov/hsd/NHSP.htm.

Mariners take advantage of free nautical chart products

NOAA's charts are available in a variety of formats to meet the needs of everyone from commercial shippers to the 13 million boaters in the U.S.

The value of NOAA charts is evident from their popularity. Mariners and others have downloaded NOAA's free electronic navigational charts (ENCs) 134 million times this year; they have downloaded NOAA's free raster navigational charts (RNCs) 124 million times. (Get fast notice of ENC updates and new issues by following @nauticalcharts on Twitter.)

Also in 2011, Coast Survey collaborated with the National Geospatial-Intelligence Agency to give chart users a single website to view 2,700 NGA nautical charts, in addition to the thousand NOAA charts for the U.S. coastal waters.

More information on NOAA and NGA navigational products is at www.nauticalcharts.noaa.gov/staff/charts.htm.

Navigation response teams help reopen ports after Japanese tsunami

Mariners know better than anyone how man-made and natural events can

change important characteristics of U.S. waterways, ports, and harbors, which may interfere with ocean commerce and safe navigation for fishing and recreational vessels. Investigating those changes, in order to speed reopening of maritime areas, is an important responsibility for Office of Coast Survey.

Japan's March 11 tsunami reached U.S. shores and caused considerable damage to two California port areas. Responding to requests for assistance, Coast Survey deployed navigation response teams to Santa Cruz and Crescent City, where hydrographic experts searched for submerged debris. Using small boats equipped with powerful echo-sounding SONAR equipment, the teams searched the seafloor in the approaches and federal channels, looking for sunken vessels, debris, shoaling, and other hazards dangerous to commercial shippers and recreational boaters.

Coast Survey has six navigation response teams, placed strategically around the U.S. for fast deployment. Mariners should contact the NOAA navigation manager in your area for assistance. Contact information is at www.nauticalcharts.noaa.gov/service/navmanagers.

nowCOAST provides enhanced forecasts for estuaries and Great Lakes

NOAA's nowCOAST, a map-based online gateway to ocean and weather observations and forecasts, provides easily accessible and vital information supporting the marine transportation system as well as coastal management and emergency response.

In 2011, Coast Survey made substantial enhancements to nowCOAST. The improved version displays extended

Continued on next page >>>

public trust by constantly improving the accuracy and precision of our navigational products and services. Mariners might like to know how Coast Survey did on that front during the federal fiscal year 2011, which ends September 30.

Hydrographic surveys meet federal, state and local requests

Ocean transportation contributes more than \$742 billion to the national economy and provides employment for more than 13 million people. Using three NOAA ships equipped with small boats for near shore work, six 28-foot survey boats, a 57-foot research vessel, and private contractors, Coast Survey acquires hydrographic data that can update the nation's nautical charts with the accuracy and precision that is essential to maintain the public trust in navigational products. Coast Survey works with state officials, marine pilots, port authorities, the U.S. Coast Guard, and researchers to set surveying priorities for critical areas of the continental United States and Alaska.

In 2011, the Office of Coast Survey conducted its 177th hydrographic survey season, acquiring bathymetric data over 2,400 square nautical miles of

Brother Mariner & Father Time



by Captain
Dennis L. Bryant
Maritime Consultant

As the saying goes: *"I was born at a very young age, and started getting older immediately."* From the individual perspective, this is a natural consequence of life. From the group perspective, things can look quite different.

For a variety of reasons, the average age of merchant mariners is increasing. Modern ships are designed to require fewer crew members. The number of new U.S. Flag vessels is definitely not growing. The number of active professional mariners is slowly decreasing.

People change as they get older. Physically, most people are at their peak in their mid-twenties. Mentally, there is no consensus. Many people continue learning throughout life. Others are struck down by Alzheimer's and similar conditions at a relatively young age. Age brings experience, which can make many people, particularly mariners, better able to perform their jobs as they get older.

There is no denying, though, that age increases the likelihood of various infirmities. Older people are more subject to heart attacks and strokes than are younger people, to cite just two conditions.

Commercial airline pilots and the commercial aviation industry have been wrestling with the aging issue for some years now, with no final resolution.

Now, the aging issue is rapidly approaching the U.S. maritime industry and the merchant mariner community. The newly-formed Merchant Mariner Medical Advisory Committee (MMMAC) held its inaugural meeting at the Calhoun Marine Engineers Beneficial Association (MEBA) Engineering School in Easton, Maryland on September 19-21. One of the prominent issues on the agenda was Aging Mariners. The MMMAC heard a presentation on concerns with aging mariners. Following that was a discussion of how medical issues impact mariners as they age and how the aged mariner is normally your more competent mariner. The door to this important topic has now been officially opened.

How the Coast Guard, the Advisory Committee, the marine industry, and the merchant mariner community handle this complex issue is, as yet, uncertain. While the maximum age of commercial airline pilots was increased some years ago from 60 years to 65 years, the medical examinations were enhanced and, after a pilot reaches age 40, those examinations become more frequent. There is no statutory or regulatory maximum age for merchant mariners, nor should there be. The issue is whether the individual mariner is physically and mentally able to perform the usual and unusual tasks that come with his or her position. Serving as a merchant mariner is a privilege, not a right. The burden is on the mariner to demonstrate the capability to perform those tasks, but neither the government nor the employer should be allowed to establish artificial standards, such as a specific age limit, that will prevent a qualified mariner from continuing his or her chosen profession. ☆

NOAA>>>Cont'd from page 20 _____
forecast guidance developed by NOAA models, improving on the previous version that showed "nowcasts," or present conditions. Users can now access model forecasts of surface water currents and temperatures as well as water levels out to 24, 36, or 48 hours. The new service is provided for the Port of New York and New Jersey, the St. Johns' River (Fla.), Galveston Bay, the Great Lakes, Chesapeake Bay, Delaware Bay, and Tampa Bay. The guidance is updated on nowCOAST four times per day. In addition, forecast guidance from Coast Survey's experimental NOS Gulf of Mexico Model and the U.S. Navy's Coastal Ocean Model are also available

in the new version.

Access nowCOAST at <http://nowcoast.noaa.gov>.

Navigational chart improvements support increasing Arctic navigation

As multi-year sea ice continues to disappear at a rapid rate, vessel traffic in the Arctic is on the rise. This is leading to new maritime concerns, especially in areas increasingly transited by the offshore oil and gas industry, cruise liners, military craft, tugs and barges, and fishing vessels. Keeping all of this new ocean traffic moving smoothly is important to the U.S. economy, environment, and national security. That is why the Office

of Coast Survey is hard at work updating Arctic nautical charts.

Working with stakeholders and government partners in FY2011, Coast Survey analyzed Arctic maritime operations and navigational needs to set priorities for better charts and additional hydrographic surveys. The Arctic Nautical Charting Plan, issued by Coast Survey in June, provides a detailed scheme for additional nautical chart coverage in U.S. Arctic waters and reports on what additional resources are necessary to produce and maintain the charts.

The June 2011 Arctic Nautical Charting Plan is on the web at www.nauticalcharts.noaa.gov/mcd/docs/Arctic_Nautical_Charting_Plan.pdf. ☆

Aspiring Masters

Captain Steve Wall of Polar Tankers leadership skills advances him through the ranks

Captain Tom Stapleton sat down with Steve Wall, Staff Captain of Polar Tankers on March 9, 2011, for an interview.

Captain Wall gives us insight on ship and shore-side relationships, mentoring junior officers, command styles, balancing career and personal lives, regulatory impacts on the industry, and more.



by Captain
Tom Stapleton
#2328-R

Biography and Career Choice: Tell us briefly about your background, education, and how you chose your career in the maritime industry.

I started my career by attending the California Maritime Academy and graduated in 1994 after four years of study with a Bachelor of Science degree in Transportation. Prior to graduation, I augmented core navigation classes by taking on non-curricular responsibilities such as Corps Navigator. By focusing my efforts scholastically at the academy and not on sports, I was able to graduate third in my class. After graduation the job market was very tight and I had a tough time finding work. I took some cadet shifts with ARCO and Penatransco and with each opportunity was able to receive good recommendations but still no job—nothing available! I worked ashore with Maersk as a cargo superintendent on the docks in Long Beach for about a month before ARCO hired me. Working with the longshoremen was a real eye-opener and I gained valuable experience and insight. As third mate, I sailed on a variety of steam-powered tankers, including an 1100-foot tanker. By 2000, I had transferred to several newer ships as the company was eventu-

ally bought out by several companies. Recently this company contracted with Avondale Shipyard to build and deliver a class of state-of-the-art tankers that were equipped with twin engine rooms, bow thruster twin rudders, controllable-pitch propellers (CPP) and amazing maneuverability. The pilots absolutely love these incredible and responsive vessels that handle almost like little rocket ships—they handle almost perfectly and shiphandlers almost expect too much from them. The ships have the capability to maneuver and to maintain any heading without headway. I took my manned model training for this class of vessels at Southampton, England with an exact scale model of these ships, including twin screws, anchors, and Kamewa™ controllers. This was the best hands-on training, other than when I was assigned Chief Mate on one of these vessels that I received.

I basically moved up through the ranks at my company and for the past four years I've been sailing Master with promotion to (permanent) Master a year ago.

Mentors and Peers: Early in your professional career, did you have any men-

tors who shaped your character formation, career choices, or management style—if so, tell us about it? Was that person important to you, and if so, why? Have you mentored any junior deck officers or cadets under your command—if so, tell us about that? Do you think some ship masters don't take the time to mentor junior officers and cadets?

My favorite and best Captain was one of my mentors and was on the *SPIRIT*. I spent three years with him and he was one in a million. His name is Captain Mark Howard Ruprecht and although no longer sailing, is teaching at the AMO training facility in Dania, Florida with the computer simulators. He is still active and an incredible instructor. He is the type of individual that is willing to go out of his way to help someone who is willing to learn—every minute of every day and willing to take all the time in the world.

In one instance when some of the crew showed genuine interest in learning about some shipboard equipment, he spent all night long copying and assembling a three-ring binder (six inches thick). The write-up included information about test equipment, a syllabus, a learning profile, and every detail for teaching this subject—all because the crew showed interest. At breakfast the next morning he finished up the project and presented the manual to the crew. This phenomenal man demands the world, gets the world and teaches his work ethic to everyone willing to listen. This Master had a profound effect on my life.

I have mentored junior officers and cadets in my career but not to the degree of Captain Ruprecht did—I couldn't pos-



sibly reach his standards. There have been two individuals that reminded me when I was young and who had the same understandings, work ethic, style and we worked well together. I shared with them some of the pitfalls that I encountered and emphasized that I didn't want them to make the same mistakes.

Professionalism (attitude) and formation of cadets: You can teach anybody pretty much anything; it's not the scholastic stuff that they are missing (today) but rather an awareness when they come aboard a ship that it is an interview for a job. The cadets need to have a schedule for what they intend to get done and I am willing teach them that (you need to learn this and this, etc.). It's up to them to show up for everything and to be ready to learn all this stuff. Putting your best foot forward, being respectful, and having a strong will to learn are essential traits. Professional curiosity is also very important.

Mentoring junior officers: What slows me down personally from mentoring them is the amount of work load that comes my way each day and trying to get that accomplished. When the day is done, it's tough to find the extra time. When you find someone that's worth the time, you'll make the effort but it makes that person have to shine so much more to where I'll say, 'Wow, this person has what it takes, I'm really going to put my effort toward them because they will make it!' Basically with my limited amount of spare time, they have to really shine for me to put in the extra effort. When I've noticed a ship master not putting in extra effort to mentor a junior officers, I now understand and relate—it's probably because he doesn't have the time and that the junior officer doesn't shine enough to warrant his (mentoring) efforts.

Professional Accomplishments: Please share with us some of your professional accomplishments, innovations, and improvements to the work place.

My accomplishments as Master are limited because my age and experience.

Some of the accomplishments in the past are more Chief Mate related. For example, on the newer class tankers, my operational strategies and forms for ballasting and cargo loading proved useful as they have been adopted by my former counterparts. They have taken my lead with some personal changes, and continue to use the written procedures that I created years ago as a foundation for what they do. I've tried to set a standard set of procedures for our Chief Mates and deck officers to use.



PHOTO: TOM STAPLETON

Captain Steve Wall expects an open-door communications relationship with his crew; along with good understanding of where both sides are coming from.

Has attitude, goal-setting, and perseverance been a part of your career path—if so, how?

Yes, having something written down for your goals and priorities each year is key. With all the time burdens, things you've got to do from day to day, I would forget what I'm working on unless I had written them down. Every year I write down about five to ten items (goals) for each of my three tours (at sea). For each tour I include any training requirements and specific goals. My priorities tend to fall away whenever I lose sight of these annual goals. This is my first encounter working ashore in a 60-day rotation as the Fleet Captain and I must admit I haven't set any goals yet. It has been such a new experience and I've realized that it is important just to get a good understanding of what goes on here before writing any equivalent procedures.

How would you describe your management style, especially with all the difference personality types and at times, stressful situations at sea?

With every person and mate that I work with, I sit down from day one and say we need to communicate. I expect that this is an open door relationship and I expect input at every turn, including anything that looks slightly off; I don't care how small it is, open up and speak about it. It's got to be interactive back and forth. I'm not here to tell you every moment what to do spot by spot, item by item. I want it to be a working relationship where I can have a good understanding where you're coming from, and you can have a good understanding where I'm coming from. And yes, I'll have guidelines on what I want to be done but communication is super important to me and it's got to be like bridge resource management—that has to work fluidly.

How would you describe the difference between working at sea and ashore in this industry?

Since this is my first tour ashore, the differences are there. From a ship perspective, anything I want to get done seems to be easily obtained quickly and efficiently. Shoreside, things don't necessarily happen that quickly or efficiently. Things do get done but it takes a long time, a lot of steps, and there are a lot of folks—like the layers of an onion that are so deep. On a ship, it's a radio call, key your mike and within a minute, it's done. Ashore you have to work through a lot of people, a lot discussions and a lot of meetings. It takes a bit more to get stuff done.

Closure: at sea—the key of a mike and it takes a minute. In the office there are a lot of items that are talked about at a meeting; we know that they are important and they are written down but they don't always seem to be completed. Closure (so common to life at sea) is not always realized immediately. If something urgent does come up, those

Continued on next page >>>

Wall >>>Continued from page 23

items that have been written down, that are important, will be kind of left behind for a while. We'll get back to them but there are certain things that I've started working on from day one—it's been a month and a half—that haven't been finished yet. It's the difference between working on something for 45 days and completing a similar task in just a minute. Ashore when you lay down at night, you may ask yourself, 'Did I get anything done today?' Has there been closure?

Do you think shoreside experience is beneficial for those who later return to command at sea—if so, why?

Absolutely, I was far better suited to sail as Chief Mate after sailing (relief) Captain. I learned so much from that perspective and it helps you in your current job dramatically. Having been here to talk with the folks (ashore) to see what they are doing and to see what their priorities are and to see all that is entailed in the different layers of the onion is invaluable. You can't work one place and then expect to work elsewhere without ever walking in their shoes. Having now worked ashore, when I return to sea I will know how to get results. In the past I might have sent an email to the office. Now I realize that emails that are critical might not be read immediately or perceived as urgent and occasionally considered a waste of time—even taking up to 90 days for action. I now realize that you must phone in critical items, talk to the person and pull out of them specifically on the telephone what they are going to do to fix the problem. You have to get a commitment down in stone basically and then follow it up with an email to confirm that is the conversation that you've had.

Shoreside staff is pulled in so many different directions. What you may have sent in an email may not even get read. If you get a conversation, it may just get tabled. You may have to draw the circle and bring it back around. I've learned how to better deal with the office. For example this incredible lady who works

in the next cubical, receives over 250 emails a day—how can you even comprehend that many? You don't have time. An email that might not be worded correctly to resonate with the other individual may be skipped over or misinterpreted. From now on, if it's important, I'll make the phone call.

Family and Personal Life: How do you balance family and personal life as a professional mariner? How do you keep your life priorities in balance?

A lot of us who are committed to our jobs are probably in need to learn more. When I'm at sea I'm working. It's my focus and that's what I'm here to do. It's tough and I probably do put work before family while I'm at sea. The good news is that when I'm home, it's just the opposite: all quality time. The balance of trying to better interact with the family while I'm at sea leaves room for improvement. I've got to learn how to do that well. When I'm in port and call home, I'm still thinking about the job.

What are your thoughts about preparing for eventual retirement; especially when some ship masters seem to have a difficult time transitioning from command at sea to a quiet, retired life ashore?

I'm thirty-nine years old with a two-year old daughter and my retirement goal is to keep working. I'm completely happy working now, so why would I change? I just don't see it; I know it might be a little immature to think that way and from my perspective, I'm happy working and it's working for me now and I've got quality time while I'm off. I'm happy going like I'm going until I can't go anymore.

Increasing Regulatory Oversight: How do you feel about the ever-increasing reach of regulatory (USCG, ABS, IMO, etc) in the maritime industry, specifically, the tanker/petroleum industry as it pertains to ship masters?

It's an important concern—it's interesting and I've spoken to a lot of people

on this and we all agree that the last two years have been the biggest surge of regulation that we've ever seen in our lives. My career doesn't span as much as others I've spoken to about this, but they all say the last two years has been unlike anything they've ever seen. Everything (regulatory-wise) keeps growing, nothing ever tapers off, and in our quest for improvement we have more audits. In our quest for improvements, we have a bigger company that has its own audit protocols. We've become more aligned within our company, so we're incurring more of their audits as well as the regulatory from sea: Coast Guard, IMO, ABS, ISO, etc. It's good being part of a big company but it also includes additional company regulations and manuals. All these regulations require continual familiarity—constantly and at least annually.

With increasing regulations, how does that impact your work day?

We usually begin at 0600 by meeting with the engineers. It is a table discussion about what they will be working on that day. At 0800 I hold a similar meeting with the deck department to discuss deck-related work. Throughout the day you have different interactions to address timely issues. In between these interactions, I'll try to get a break before the end of the day, 2100-2200. It's a longer day, interactive, and it is your life that day. There are so many new issues on the horizon, such as the recent California Air Resources Board (CARB) regulation mandating switching over to low sulfur fuel oil 24 miles from the state's coast as we enter their regulated waters. By 2012 we have to comply with Emission Control Areas (ECA) of Marpol Annex 6 and the U.S. Coast Guard, whereby within 200 miles of the area we must switch over to 1 percent sulfur fuel oil. This will entail cooling the low sulfur to raise its viscosity. Fuel refiners have not begun to address supply of this fuel yet because the fuel regulations have not yet been finalized.

Additionally, by 2016 we will be



required to have a working ballast treatment system to kill 99.9 percent of all living organisms prior to discharge with the defined Marpol Annex 6 zones. To complicate matters, the Environmental Protection Agency (EPA) has not endorsed a particular treatment system yet.

Engineering-wise there is a lot going on for what's coming up with regulatory items impacting the tanker industry. The regulations are not slowing down.

What role do you see professional organizations such as the Nautical Institute and the Council of American Master Mariners playing as advocates for ship masters and deck officers with regard to perceived regulatory overreach? What are the most important regulatory issues facing mariners today?

It would be great if there was some group that could advocate and help us out but these ruling bodies are very powerful. For example, the state of California is superseding federal law by making laws regulating 24 miles from the coastline, beyond the territorial jurisdiction of the state. The environmental groups have a good cause and a strong, powerful lobby, unlike the maritime lobby. Maritime advocates such as CAMM may not be able to stop these regulations but they might be able to slow the growth down. For example, if the tanker (and maritime) industry faced only just one 'Big Rock' each year, instead of two, three, or four; this would be very helpful. This would provide the industry with the ability to absorb them before the next regulation comes out. These environmental issues are good things to consider but trying to react and keep up—it's got a lot of folks in the engineering world on 'their toes'.

Professional Training: What are your thoughts about the cadets and newly-graduated deck officers today? What training or skills do they lack or need improving at the academy level.

I see a lot of cadets come aboard who only think about their academics as their

priority; they are working on their projects or different tasks just to pass their course. If they came aboard realizing that their highest priority is a job interview and quickly preparing for to assume the position as a third mate or third engineer is part of the interview process. Can they set short term goals to learn the third mate or third assistant duties and function in that capacity should the rating suddenly drop dead? If the cadets had this mindset, they would make it [the grade] every time. The cadets don't have to be incredibly smart and they don't have to be top of their class. If they have a goal of knowing exactly what they need to do, which is clear cut from my perspective, and if they can handle the job as third mate when they get off the ship, I will ask them to be a third mate, because I know they can do the job in the interview process. If I know they can do it, I will pull for them.

How could professional organizations such as CAMM help in this regard, including formation for cadets?

When I was going to the California Maritime Academy (CMA), one of the instructors held a meeting in the auditorium and spoke about professionalism

and what it took to get a job, how to behave, what your goals should be. The goals should not only include getting an education but also include long range goals—to get a job after graduation. This one hour talk was the best advice we ever received and it covered not just preparation for graduation but how to be a successful professional for your entire life. This instructor had previously sailed, like all the other teachers, but his talk resonated more than any other at the academy; more important than the technical subjects taught. It wasn't about Rules of the Road or Admiralty Law, instead it was a mentor's talk. He told us what we needed to do to be meaningful human beings—something we don't hear very often but need the most.

Captain Wall, is there anything else you'd like to add?

Here is a summary of all the regulations on the horizon that we in the tanker industry are facing. ☆

Thank you, Captain Wall, for the summary list, for your time, and for your thoughtful answers to our interview for The Council of American Master Mariners, Inc.



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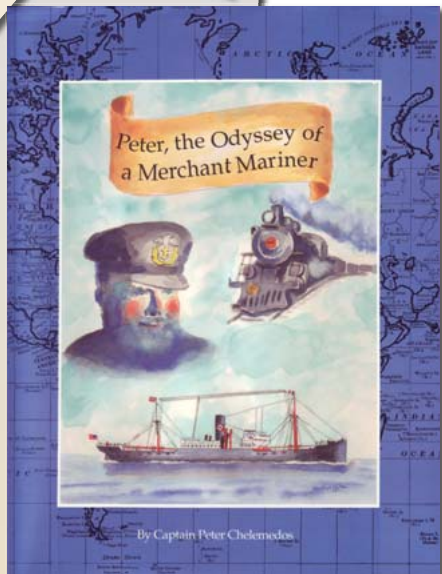
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by Captain
Peter Chelemedos
#1671-R

Peter, the Odyssey of a Merchant Mariner

Chapter 7: New York January - May 1939

While I was eating my way through a bowl of hot chicken soup, the children's father came downstairs to join us. He was John Engholm, the man I had met at the railroad yard the day before. The family invited me to stay with them for Christmas dinner.

I left the next day on the freight for Chicago. I got off at Blue Island, Illinois, and walked through eight-inch-deep snow along the railroad tracks to Hammond, Indiana. I caught a Nickle Plate freight train for Buffalo and New York City. I remember that ride, basking in the warm glow that was in my heart from knowing that family. The warm jacket they had given me helped, too.

Across the snow-covered landscape of Indiana, I rode on the back of the top of the locomotive tender, trying to find a warm spot. There was a dry spot sheltered from the wind behind the coal chute - until the train took water. Then, to find another dry spot, I climbed into the coal bunker itself. The car was fitted with an automatic stoker, a turning screw at the bottom that carried the coal automatically into the firebox. I had to keep climbing up the sliding coal pile to keep from getting my foot caught in this device.

In time, the fireman came back to

adjust the plates in the floor to allow more coal down and, finding me there, invited me up into cab of the locomotive to get warm. This I welcomed, along with the sandwiches and coffee they shared.

At Buffalo, I went over to the wash-room of the roundhouse to get rid of some of the coal dust and soot covering me, and tried to get some circulation in my feet, which were numb and very cold. When the shift changed, one of the workers offered me the hospitality of the house for the night. The next morning, one of the men took me over to the police station and arranged to have me sent to the hospital to have my frostbitten feet tended.

To get authorization to put me in the hospital, the desk sergeant booked me for vagrancy, and I was taken to the Buffalo City Hospital. Since I was a police case, they had to put me in a lock-up ward, and the only lock-up ward they had was the Alcoholic ward. So for the month of January 1939, I stayed there getting an eye- and mindful of various patients getting over the DTs. The days were not too long, and I made up for the sleep and food I had missed in the past months.

I entered the hospital on December 31. On February 4, I was discharged into the custody of a policeman and taken before the judge. The judge asked, "What are you doing in Buffalo?"

"I'm trying to get to New York to find a ship to take me to Norway to find some of my kinfolk," I told him, nervously hoping the three-state alarm of California hadn't been posted nationwide.

"Where are your parents?" he asked.

Not wanting to admit I was on the road voluntarily, I answered, "My par-

ents were killed in an auto accident."

"What about this hospital bill, one hundred nineteen dollars and thirty-seven cents?" he asked.

"Well, if you can get me a place to stay and a job, I'll stay here until I can pay it back," I answered.

The judge thanked me for the offer, but decided against the necessity of my doing so. I was very grateful when he discharged me, and the five dollars he gave me came in very handy on the road to New York City.

I asked him, "How do I find my way out of town, since I want to hitchhike on to New York City?" He sent me to the office in the back of the courtroom where a group of reporters told me which streetcar to take and where to get off.

I followed their directions and, at the end of the streetcar line, I stood by the traffic light and stuck out my thumb. Soon, a big black sedan pulled up and one of the four large men asked me where I was going. "New York City," I replied.

"How long have you been in Buffalo?" he asked.

"Thirty-four days. I've been out in the City Hospital."

"Do you want to tell that to the judge?" he asked.

"The judge just told me to get out here," I responded.

"Okay," he said, "but you'll have a better chance for a ride if you stand across the street."

After a few rides and much standing around in the cold, I again took to the freight trains.

On February 7, 1939, the fair city of New York greeted me, first of all by an Irish cop who suggested that I wash

my face, and next by the security cops at the entrance to the Seamen's Church Institute on South Street, who debated about letting me in as I was so young and so covered with soot and coal dust. They finally relented on the strength of the discharges from the *SOUTHERN LADY*. I went up to the post office on the second floor looking for word from Bob Parre, since that was where we were to meet.

There was no message for me. I washed up as best I could, then took the subway over to Brooklyn and slept on some coffee sacks near the customs office on one of the piers there for a week or so. As I listened to the speech of the people I met, I tried to get my West Coast-oriented ears tuned to the accents of New York and Brooklyn. This I found interesting.

One day, as I walked along Warren Street, I joined a game of stickball with some local kids. One of them was wearing a new pair of black high-top shoes. I asked him, "Does your momma let you play in your good shoes?"

I've tried to quote what he said:

So on the subway we rode. All the way from Boro Hall to Delancey Street. To the shoe store Ma took me. The smells of glue and polish and the rubber and the leather. The stacks of shoes on the shelves - standing there like waiting for feet to fill them. The noise of machine and the hammer on the sole of a shoe by the man in blue apron in back I'm hearing.

"Keds," I wanted. I could picture them running, racing with Moshe and Richie to the bases in the stick-ball game.

But "No," Ma says. "You should have some practicals."

I don't know this practicals.

Maybe she meant the black shoes with the high tops and the hooks on the side which old men from the park would wear.

What's thinking her? Those I wouldn't want.

Mr. George, the shoe-man wiped his hands on his blue apron and reached for them. I yelled the "No" which came from my heart.

Momma said, "Yes."

I said, "No" and crossed my feet so Mr. George couldn't take my shoes off to try them on.

So Momma says, "Enough already! You're knowing better than your momma? Take, honey, the practicals. We got to go to Goldie's wedding. Those monstrosities won't go with the blue suit from your cousin Joey. I got it from Aunt Hannah for you to wear. You got to take the practicals."

All the time on the subway back to Brooklyn I hoped she'd lose the package. But no. She carried them in the string-shopping bag with her purse tied to her arm. So for this I got black shoes.

This was my introduction to the language of Brooklyn.

About a week later, I went back to check for mail. Again there was none.

"Now, where do I turn?" I thought. "Should I go down to the Army recruiting office and join up? At least they'll feed me, even if it is only beans." I didn't have a birth certificate, so the recruiting sergeant sent me away.

I returned to the Seamen's Institute for a cup of coffee and a last-minute check before returning to Brooklyn. As I came out, heading for the subway, I met the chaplain of the building. He introduced himself as Rev. David McDonald. He asked me about myself over lunch in the cafeteria. Then he took me up to the housemother's office on the fourth floor and introduced me to Mrs. Janet Roper. Between the two of them, they arranged a scholarship for me in Captain Huntington's Navigation School on the top floor, and room and board in the building while I attended. Rev. McDonald then took me up to Hearn's Department Store on Fourteenth Street

Right: Chelemedos on the roof of SCI looking over New York Harbor, March 1939.

Below: Rev. McDonald of the Seamen's Church Institute, 1939; Peter Chelemedos' Ordinary Seaman's certificate.

and bought me some new clothes.

I later learned that the housemother of the Institute was known as "Mother Ropeyarns" by seamen up and down the East Coast. It was an affectionate name for a wonderful person.

In order to repay some of the hospitality offered, I accompanied and assisted Rev. McDonald at the services he held at the marine hospitals at Staten Island and Ellis Island.

One weekend, he took me up to Mount Kisco and taught me to drive his new 1939 Plymouth coupe. He talked me into writing home for my birth certificate (which I hadn't gone back for that day in Berkeley). One day in May, he asked me to drive him to his home in Pepperell, Massachusetts. On the way back, we came by way of Boston, and he signed for me before the Steamboat Inspectors to get my Ordinary Seaman's documents. ☆



Shipping's Carbon Emissions



by Captain
Rodger MacDonald
Secretary-General
IFSMA

its part to provide a practical way regarding the necessary reductions in carbon dioxide, without damaging the commercial aspects of our industry. Firstly there is the Emissions Trading System (ETS) which is a cap-and-trade emissions trading system and establishes a cap on net carbon dioxide (CO₂) emissions allowing the market forces of supply and demand to drive the allocation of emissions rights, so as to achieve reductions in the most cost-effective manner.

The aim of any ETS for shipping is to reduce the industry's contribution to atmospheric CO₂ levels by accelerating the cost-effective delivery of improvements in the energy efficiency of individual ship operators. A truly global and flag-neutral system would be the preferred approach. However, the methodology proposed would also allow a differentiated approach based on the United Nations Framework Convention on Climate Change (UNFCCC) principle of 'Common But Differentiated Responsibilities' (CBDR) according to countries' respective capabilities.

The attraction of the cap-and-trade system is that a market-based approach would allow choice and flexibility in the pursuit of CO₂ emission reduction targets. This goal based approach suits an industry as diverse as international

shipping and would allow ship operators to make the necessary reductions at lowest cost. The additional costs imposed by an ETS would force shipping companies to consider where to allocate shareholder capital in order to maximise returns, thereby driving efficiency in achieving the environmental aim, with the 'decision to emit' requiring an assessment of both the internal costs of abatement and the market price of allowances. The creation of a genuinely global market for carbon for shipping - and its interaction with other existing trading schemes - would also mean that a price is established. A system based on this general approach would also allow shipping companies to buy units in other existing and future emissions trading markets.

The alternative is the establishment of a possible International Greenhouse Gas (GHG) contribution fund for the shipping industry. Such a system is viewed as one of the main market-based measure (MBM) options that may be applied to international shipping in order to encourage the sector to reduce its net contribution to global GHG emissions.

In the search for a mechanism that will provide the necessary reductions in carbon dioxide (CO₂) at the lowest cost to ship owners and operators, a contribution-fund-based approach, whereby GHG contributions are made on bunker fuel purchases, has the following key attractions and advantages:

• Acting as a straightforward incentive to reduce fuel consumption and in-sector GHG emissions

- Providing price certainty in the short-to medium-term
- Allowing for the cost to be redistributed easily along the supply chain
- Providing a low administration-cost system not restricting the growth of

international shipping

- Funding emissions reductions out-of-sector
- Funding net climate change mitigation and adaptation benefits in developing countries.

The international GHG contribution fund would have its own independent administrative body reporting to the International Maritime Organization (IMO) and would set the contributions to be made in dollars per tonne of bunker fuel purchases, collect the contributions, and distribute the funds in accordance with agreed climate change goals.

The fund would offer opportunities to deliver emissions reductions beyond those achievable through in-sector technical and operational measures alone.

The Chamber fully supports the introduction of a mandatory Energy Efficiency Design Index (EEDI) to improve the efficiency of the future fleet, and also the use of the Energy Efficiency Operational Indicator (EEOI) and Ship Energy Efficiency Management Plan (SEEMP) to optimise the performance of the existing fleet. However, we believe that these measures alone will not be sufficient, particularly when set against a growing world fleet.

While a requirement to make GHG contributions on bunker fuel purchases would be expected to drive shipping emissions reductions via efforts to reduce fuel consumption, anticipated economic growth in international shipping might ultimately result in net growth of in-sector emissions.

These are challenging times for the Industry and whilst IFSMA supports the drive to protect the environment, we must watch how these programmes will impact on the Master's responsibilities. 🌐

Report from IFSMA Annual General Assembly



by
Captain Jerry Benyo
IFSMA Vice President
CAMM SE Region VP
#773-R

maritime incidents, and general IFSMA business. Many of the papers presented are available in IFSMA's Annual Review and on IFSMA's website.

Piracy

Piracy took a front and center seat in discussions; three of IFSMA's resolutions this year are in regards to piracy. At present IFSMA is deeply involved in a number of working groups on piracy, in particular the UN Working Groups 1/2/3 and Oceans Beyond Piracy.

One of the biggest changes is IFSMA's attitude on piracy and use of armed guards. In the past, many of the European's philosophy was to raise your hands, get ransomed, and go home. In the past year, Somali pirates have increased violence, shot and killed hostages, increased the length of time held captive, and captivity conditions have soured. IFSMA has recognized this and changed their minds that the resistance needs to take place aboard the ship. Their idea is a five-man guard team, of which a liaison reports to the Master. All armed guards are to be thoroughly vetted, with guidelines and a certification system, before stepping a boot aboard a ship. Patrick Gates (CMMC)

I attended IFSMA's AGA in Halifax as an IFSMA VP and CAMM representative. Several aspects of piracy were discussed, as was criminalization, dealing with asked when pirates have been killed, where does that put the Master when he arrives at his next port? There are frustrations with some countries' laws, which forbid the use of arms aboard vessels, and also with criminalization issues if a pirate is shot and killed. Willi Wittig (IFSMA VP, Germany) commented that in Mugridge's paper *Piracy and maritime terrorism: a two-headed Hydra?* (IFSMA Annual Review, pg. 18), a close relationship between Somalian pirates and terrorists, it might provide a different mandate to name pirates as maritime terrorists.

Many IFSMA members believe it is not the ship's crew who should solve the piracy problem. The UN should provide safe waters for world trade. The provision of armed guards should be the last resort. Vessels that have armed guards are not being attacked, but will this still be true when we have armed guards on all vessels?

Bjorn Haave (Norway) presented a paper, *What about the human suffering caused by pirates?* (IFSMA Annual Review, pg. 22) I can't imagine the con-

ditions, trauma and post-traumatic stress captured seafarers endure. Masters and seafarers understandably do not want to go back to sea after being held in captivity for five months or more. Captain Rodger MacDonald asked what can be done to put the spotlight on piracy and hostage taking and how do we protect seafarers and their families? Jack Gallagher (CMMC) agreed we are on the right track – he argued that owners should also insure the crew. This discussion led to resolution 4/2011.

I voiced a concern that is often not heard – passenger ships. It is just plain stupidity for passenger ships to pass through the region. Imagine the ransom of a 1,000+ passengers from 50 different nations! Jef Cuyt (Belgium) added that it would certainly wake up the world.

In dealing with piracy, David Mugridge (Research Fellow, Dalhousie University) reported that the average Somalian pirate is able to earn \$68,000 per year, and that's in a country where 95% of the population exists on \$1 per day. The days of sending in 30 warships, at a cost of \$240,000

Continued on page 30 >>>



IFSMA Annual Review is online!

This 40-page magazine, designed as an accompaniment to IFSMA's AGA, features articles written by some of the presenters at the AGA on their topics including cross-cultural competency, fuel efficiency, ECDIS, dealing with maritime emergencies, and four articles on different aspects of piracy.

The magazine also covers IFSMA business relating to progress on resolutions adopted at previous AGAs and reports from Christer Lindvall, IFSMA President.

AGA Proceedings

Full minutes, presentations, and resolutions from the AGA are available online.

IFSMA AGA>>>*Cont'd from page 29*
per day, are over. Not enough is being done to recognize piracy/terrorism. It is ridiculous of western governments to capture pirates, feed them, remove their firearms, provision their skiffs and then release them. India is leading the way in prosecuting pirates. Christer Lindvall (IFSMA President, Sweden) commented that at this time IFSMA is participating in working groups dealing with problem. There are now IMO guidelines for the use of armed guards aboard ships.

Criminalization

Spain has held a Master and five crewman in prison since November of 2003 on drug-related charges. No proof of involvement has been submitted on any of the specified charges, but the seaman are still in prison. The guidance on *Fair Treatment of Seafarers* has been ignored. It is probable they are innocent and should be freed. More recently, a Master was arrested in Panama after large quantities of drugs were found aboard his vessel. These incidents add more strength to IFSMA's efforts to organize the MasterMarinerProtect Benefit Scheme. Willi Wittig made it clear why shipmasters needed the MasterMarinerProtect Benefit Scheme if they are thrown in jail for things they do not cause. Bert Wardetzki explained the details of how a maritime lawyer and criminal lawyer would be able to assist a Master after an incident with coping with the authorities. Competent criminal and maritime lawyers are immediately necessary for assistance in these cases. A seafarer in a foreign port is vulnerable in these cases.

The MasterMarinerProtect Benefit Scheme was now up and running and the first members have signed up. Lloyd's of London backs this scheme. During discussions on piracy, Captain MacDonald suggested that perhaps

MasterMarinerProtect could also consider covering physiological treatments for seafarers and families after a piracy incident.

SOSREP for Dealing with Maritime Incidents

The UK has a novel, smart and effective approach to dealing with maritime incidents. Hugh Shaw is the UK Secretary of State Representative (SOSREP) responsible for dealing with all aspects of maritime incidents. His paper can be found in the IFSMA Annual Review (pg 34). Until this model, there were fourteen ministers all with a say.

In this capacity, Shaw, a civilian, takes responsibility and deals with all aspects of all maritime incidents around the UK



Some of the delegates and presenters at IFSMA's AGA in Halifax, Nova Scotia on June 9, 2011.

PHOTO: COURTESY OF IFSMA

ports and coast. He answers to and keeps all the politicians current on what's taking place. He makes the decisions in dealing with Masters, salvors, pollution control, P&I clubs and others and arranges for any work to be done. Belgium is now following this very successful system, and I hope other countries will soon follow suit. This concept coordinates all efforts through him and his deputy; though ultimately he is responsible.

Safety at Sea and in Ports in Time of a Radiation Crisis

Masahiro Fujisawa, Japan Captains Association, presented a paper on the nuclear power plant disaster. Masahiro recommended a clear area of 20km around the Fukushima, Dai Ichi power plant be maintained. In Japan, many ships were damaged, with some big ships aground while others managed to leave port.

Noise Pollution-IMO Correspondence Group

The draft revised IMO Code on Noise Levels on Board Ships is now being discussed through a correspondence group. The code is designed to provide standards to prevent the occurrence of potentially hazardous noise levels on board ships and provide standards for an acceptable environment for seafarers.

ECDIS Revolution

Phillip Wake of the Nautical Institute spoke on this subject. Capt. MacDonald remarked that one issue that has come up is the lack of standardization. Wake explained that is where Port State Control comes in to catch people who only attended a generic course.

IFSMA General Business

Captain Rodger MacDonald is retiring and stepping down from his post as Secretary-General next year. Potential candidates will be inter-

viewed at the October EXCO meeting in London.

In the proposed budget for 2012, which included an allowance for the replacement Secretary-General, the total budget will be £93,850 with budgeting costs of £92,810. To achieve this it will be necessary to increase the dues to £12 for association members and £60 for individual members. This change was agreed. CAMM is an Associate Member of IFSMA, and our dues are calculated based on the number of actively sailing CAMM members.

The 38th IFSMA AGA will be held in Copenhagen June 13-15, 2012. 🌐

AGA Resolutions

Resolutions printed here have been summarized. Full text of AGA resolutions can be found at www.ifsma.org.

IFSMA RES 1/2011: Criminalisation

IFSMA is very concerned that the criminalisation of shipmasters is still an issue and that IMO Member States still do not act according to the Joint IMO/ILO *Guidelines on Fair Treatment of Seafarers in the Event of a Maritime Accident*. IFSMA calls upon all IMO Member States to take action in developing on the basis of the present Guidelines on Fair Treatment a Code on Fair Treatment of Seafarers in the Event of any Maritime Incident.

Delegates welcomed the recent initiative taken by IFSMA in providing MasterMarinerProtect, a Defence and Legal Cost Benefit Scheme, to the members, ensuring that Masters facing potential criminalisation have proper legal advice immediately at hand.

IFSMA RES 2/2011: Piracy

IFSMA urges all stakeholders to promulgate to seafarers measures taken by administrations, industry and world bodies (such as the UN, IMO) to protect seafarers while sailing through Somalia waters and other areas where piracy may occur, and to reassure them that the interests of seafarers safety is uppermost in their minds and they are striving hard to continue making seagoing an attractive career.

IFSMA RES 3/2011: Piracy and Armed Guards

Since the last revision of the IFSMA policy in 2010 the piracy and armed robbery issue has further evolved, especially in the waters infested by Somali pirates. The new strategy of the pirates is principally based on moving their activities further out to sea thus expanding their work field to such an extent that protection by naval forces becomes insufficient. Somali pirates have started to treat the captured crews far more cruelly than in the recent past. There's more and more evidence that crews are being tortured both physically and mentally and an increasing number are being killed.

Moreover, the increasing willingness of naval forces to storm hijacked vessels, is on the rise and with that the chance that hijacked crew members will get killed in exchanges of fire between the pirates and naval forces or in retaliation by the pirates. Under the present conditions naval forces are not able to successfully protect all merchant vessels and their crews from the serious threats of piracy and armed robbery.

Serious consideration should be given to the option of privately contracted armed security personnel as a means to protect the merchant vessels and their crews. Possible agreements that allow the use of private or Flag State security forces onboard, should be subject to a Code of Conduct to be developed and agreed by all relevant stakeholders including IFSMA.

This Code of Conduct should amongst others clarify the authority and responsibilities of the shipmaster and give him clear and sufficient insight of all legal aspects of the employment of armed security forces.

Furthermore the delegates agreed that a Quality Assurance System has to be introduced in accordance with the IMO Guidelines to be developed and all private armed security forces should be subject to screening, vetting and certification by Flag States.

IFSMA should not stop exploring other options for protecting merchant vessels and their crews.

IFSMA RES 4/2011: Human Suffering Caused by Pirates

IFSMA strongly recommends ship operators to ensure that the financial situation of families is secured and that proper post-situation medical care and counselling is provided for both families and crew. There is an urgent need to develop guidelines for shipmasters as well as for ship operators giving insight knowledge on the causes and effects arising from traumatic events, exemplifying the important role that the shipmaster can play immediately after traumatic events.

IFSMA should take the lead in setting up a network of trauma specialists and provide necessary information to shipmasters enabling them to give proper advice to their fellow crew members if needed.

IFSMA urges IMO Member States to provide for compulsory traumatic stress debriefing training as part of the STCW Management Level education.

IFSMA RES 5/2011: Nuclear Disaster in Japan

Delegates expressed their deepest condolences to the colleagues from the Japanese Captains' Association (JCA) reflecting the tremendous consequences of the recent earthquake, tsunami and subsequent nuclear disaster in the north-eastern coast of Japan.

IFSMA is grateful to the colleagues from JCA for providing recent information on the safety at sea and in ports in times of the Japanese radiation crisis.

IFSMA welcomes the initiatives taken by the Japanese Department of Transport in monitoring and providing facts on the on-going nuclear radiation from the damaged Fukushima nuclear power station as well as on the drift of the debris resulting from the tsunami on March 11, 2011.

IFSMA urges all maritime industry stakeholders to make good use of the situational information provided by the Japanese government website (www.mlit.go.jp/en/index.html) and the IMO webpage (www.imo.org) in order to ensure that shipmasters and ships' crew receive proper and regularly updated information both on the nuclear radiation in the vicinity of Japan and the drift of debris.



Company of Master Mariners of Canada

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



by Captain
Jim Calvesbert
CMMC National
Master

From the Master's Desk

Summer is ending and it's back to winter routine. Divisional meetings of the Company of Master Mariners of Canada will resume and planning for future events will get underway.

In June, the Company held a very successful international conference and followed this up by hosting the 2011 Annual General Assembly of the International Federation of Shipmaster's Associations (IFSMA) – the first time that this has been held in Canada. To quote from a June 27th letter to me from the Secretary General of IFSMA, “The AGA was very well organized by Rick Gates and we are most grateful for all the time and effort he and his staff devoted to ensure that the Conference was successful,” and “on behalf of our President, Captain Christer Lindvall, and the IFSMA Secretariat we would like to thank you most sincerely for providing us with such a good venue for our 37th Annual General Assembly; we left Halifax with very pleasant memories.”

We can all take pride in having hosted these two events and congratulations are due to Capt. Peter Turner as the driving force in having us accepted as the host venue for the AGA and to Capt. Rick Gates and his organization committee for arranging the Conference and facilitating the AGA. Presenters from the international marine community provided valuable thought for consideration and the proceedings of the conference can be found at [http://www.mastermariners.ca/](http://www.mastermariners.ca/cms/UserFiles/2011confproceed(1).htm)

[cms/UserFiles/2011confproceed\(1\).htm](http://www.mastermariners.ca/cms/UserFiles/2011confproceed(1).htm)

However, our organization, like many other groups today, is beginning to suffer from “volunteer burnout.” I’m sure that there are many members working in the background of all Divisions to ensure that we continue to meet our goals but, they are often the same people and we do not appear to be recruiting many new and younger members. In a *Vancouver Sun* article, published on July 2, 2011 entitled *Death Knell For Service Organizations*, it was stated that “Kinsmen and Shriners have seen membership decline by more than one-third over the past two decades. They’re not alone. Such groups are struggling to slow the drop, as researchers tout the benefits of their work to members and their communities.”

Are we, the CMMC, getting the word out about the work that we are doing and the benefits that we bring to the marine world? Hosting the AGA and conducting the conference are one way of doing that. But

The Westin Nova Scotian, site of the Command Seminar on Shipping and Environmental Issues in 2011 and the IFSMA AGA.

we need to understand the fundamental reason why we aren’t attracting new members on a larger scale. The manning systems have given mariners much more time at home than was possible even 25 years ago. Are they too busy with other activities when they are off the ship; are we not involved in activities that they consider to be pertinent to today’s marine world; are we not involved in enough activities which interest them? Why do we have so many members who faithfully pay their dues but never come out to meetings? There are a number of questions which we need to address.

The 44th Annual General Meeting of “The Company” is being held in Ottawa, Ontario from September 30th to October 2nd during which our executive elections will take place and my period as National Master will come to an end. I have enjoyed this time and had the opportunity to meet many mariners, both serving and retired. I am looking forward to continued development of relations between CAMM and “The Company” and common approaches to the current concerns of seafarers. 🍁



PHOTO: COURTESY OF IFSMA



Countering Piracy

Request for input to a study considering a comprehensive approach to the challenge

by Mark Sloan
CMMC Member
Dalhousie Marine
PIRACY Project

six distinct outbreaks of “piracy,” defined as crimes of violence affected on the high seas and in areas beyond national criminal jurisdiction. While these outbreaks have all been dealt with under the general rubric of “piracy,” they have been sufficiently different in geography, motivation and execution to preclude a uniform solution. Most past and current meetings and conferences on the topic have dealt with the problem from a single perspective (namely security/military, commercial shipping, legal enforcement, etc), and usually from the regional geopolitical perspective where the outbreak has occurred. However, there is a need to consider the problem from both an integrated and international perspective, not just examining the current manifestations of piracy, but also considering how current lessons and insights may be applied to anticipating and preventing the next outbreaks of violence at sea.

To develop this new approach, Dalhousie University’s Marine Affairs Program has initiated a major project on Global Piracy, with the intention of studying the causes and consequences of marine piracy, identifying the precursors of piracy outbreaks, and developing effective policy options to prevent them in the future.

For the purposes of the project, the definition of piracy has been widened to, “a violent, economically motivated crime, including hijacking, carried out with the use of a vessel and against vessels (ships, boats etc), their crew and/or passengers, by criminal enterprises, private groups or individuals who have no direct commercial or proprietary interest in the threat-

ened vessels.” Also as defined for the project, such acts may occur on the high seas, or within the marine territorial jurisdiction of a coastal state, or both.

The work will therefore undertake an integrated analysis of the causes of maritime piracy and its consequences on the shipping and coastal communities, with a detailed and multi-sectoral consideration of possible responses and preventive courses of action. The final outcome will be to present policy options to a high level meeting of public and private sector global leaders. Those options will be based on the study’s recommendations as regards not only how best to identify and respond to outbreaks of piracy, whether existing or potential, both now or in the future, but also how to identify and prevent the social/political situations which lead to outbreaks of piracy. A major emphasis will be on the human cost of piracy; how to protect merchant ships’ crews and passengers, and how to deal fairly and humanely with the pirates and affected coastal communities.

The reason for this article is to request input to the Operational Responses theme from you, practitioners at the heart of the commercial maritime sector. Much work, such as the guidance *Best Management Practices 3 - Suggested Planning and Operational Practices for Ship Operators, and Masters of Ships Transiting the Gulf of Aden and the Arabian Sea* has already been undertaken and appropriate measures implemented. Nevertheless, key areas of interest on which input is sought include, but are by no means limited to:

- Examples of best and worst practice in preventing piracy either in general or in terms of specific incidents.
- Proposals for anti-piracy tactics, techniques and procedures that are best

suited to merchant shipping practices;

- The provision of protection by private security companies, whether onboard ships or in accompanying vessels.
- The pros and cons of arming properly trained crew members as a last line of defence;
- How different factors have to be considered when faced with an actual or potential piracy incident on the High Seas, and when faced with the same in Territorial or Internal waters.

Input is not limited to considerations as they relate to the Indian Ocean and Gulf of Aden – piracy is a worldwide problem, and it is hoped that responses will reflect this. In addition, contributions to any of the other lines of investigation will be passed to the relevant teams. Members are also encouraged to pass the request to senior colleagues elsewhere in the commercial marine sector.

Any input you provide will be stored both anonymously and in confidence on a secure server at Dalhousie University in Halifax, Nova Scotia, Canada. It will thus not be possible for the researchers to identify you in any reports accruing from the survey. Anonymity for all online survey respondents choosing to provide an email contact for a follow-up interview will be assured through the preservation of their identities in a sealed hard copy file locked in the Marine Affairs Program office with access only to the lead researchers and the use of a pseudonym in all published forms.

To offer input at our secure online survey site, please follow this link. <https://surveys.dal.ca/opinio/s?s=12324>

Questions or comments should be addressed to Mark Sloan, mark.sloan@dal.ca 🍁



by Captain
Angus McDonald, FNI
Conference Organizing
Committee,
Maritimes Division,
CMMC

Shipping and Environmental Issues in 2011

Shipping and Environmental Issues in 2011 was the theme of the Company of Master Mariners' two-day conference in the seaport city of Halifax, Nova Scotia, June 7 and 8, 2011. The conference, supported by the Nautical Institute (NI) and the International Federation of Shipmasters' Associations

attracted a strong gathering of international maritime professionals and representatives of industry, government and academia.

IMO's Hot Topic: "Green" Ship Initiatives

Keynote speaker, Dachang Du of IMO's Marine Environment Division opened the conference by saying that the control of greenhouse gas (GHG) emissions from ships is the hottest topic at IMO, in years. He outlined the three measures that are the IMO's main contribution to global efforts to combat climate change.

Seven presentations looked at developments in ship operation and design to make vessels more environmentally friendly, such as the hybrid tug, new design features in bulk carriers, sleek coatings of anti-foul to reduce fuel consumption and eliminating oil pollution from stern-tubes by reverting to seawater-lubricated propeller shaft bearings, to mention a few of several interesting topics.

Marine Environment Protection

Two sessions were devoted to Marine Environment Protection (MEP) and excellent presentations explained the

legalities related to ship-source oil pollution, including the compensation available to injured parties and the punishment for the polluters as well as advice on how seafarers may avoid criminalization. Douglas Stevenson, Director of Center for Seafarers' Rights in New York, an internationally known advocate for seafarers, is convinced that all seafarers need to be educated about the importance of protecting the marine environment. After speaking about the thorough inspections by the U.S. Coast Guard and the severe penalties imposed by the U.S. Dept. Of Justice on seafarers and shipping companies, Mr. Stevenson advised Masters and company managers to inspect their ships thoroughly and emphasize to crew the dire consequences of non-compliance.

The Maritime Labor Convention, sometimes cited as "The Seafarers' Bill of Rights", a comprehensive instrument that covers all seafarers, was discussed on Day 2. ILO/IMO hope that it will be in force by 2012 or 2013. Port State Control inspectors will be trained to monitor ships for compliance.

IMO's Places of Refuge for Ships in Need of Assistance

In a luncheon address to the

Conference on June 7, Mr. Hugh Shaw, appointed as the representative of the British Secretary of State for Transport, in Maritime Salvage and Intervention, with the position title SOSREP, described his role and responsibilities. In a tabletop exercise afterwards, he sat in on a simulation exercise in which, a damaged ship calls for assistance and a place of refuge (PoR). The objectives were to highlight IMO's Guidelines on Places of Refuge 2003 and to test the contingency plans of a coastal state and the owner of a hypothetical tanker. The *EVER READY* was on passage from Newfoundland to Boston with a cargo of 30,000 tons of gasoline and diesel.

The elderly tanker, registered in Majuro, Marshall Islands and classed with ABS, was proceeding on a southwesterly course along the coast of Nova Scotia. The wind was NE force 6, rough sea and moderate swell. Suddenly there was a tremendous bang and a crack, 74 ft. in length, appeared across the deck at about 'midships. The Master realized that this could have catastrophic consequences. The ship was then about 42 miles off the coast. The entrance to the Port of Halifax, bearing 290, distance 63 miles.

The role-players were persons who held the positions they represented in this scenario.

After being introduced by the Moderator (a specialist in maritime law), they proceeded to act out their respective roles. They spoke in sequence as the drama unfolded.

The Master, a CMMC member (on leave from his command, a VLCC), said that on being aware of the crack, he would immediately telephone his owner and the Marine Communications Traffic



Service (MCTS), Canadian Coast Guard. He would describe the emergency and request refuge in the Port of Halifax. The Owner (who owns a Polar Cruise ship), would activate his Contingency Plan, muster his team, call his P&I Club; his Legal Adviser (a local specialist marine lawyer) and his PR person would deal with the media. He would keep an open line with the Master and follow the requirements of the Coastal State (CS). In Canada, the lead role in such an emergency, is taken by Transport Canada, Marine Safety Branch (TCMS) so, MCTS would call the TCMS Regional Director as well as the Coast Guard (CCG). The



PHOTO: PATRICK GATES / CMMC MARITIMES DIVISION

*Mr. Hugh Shaw,
UK SOSREP*

also be alerted and consulted regarding sensitive coastal areas. The Master would be informed of the Coastal State's action plan.

The Halifax Port Authority (HPA) operates under different legislation from the other government bodies. The Port Manager Operations (PMO), (also a CMMC member), spoke up and wanted assurance that it would be safe to bring in the damaged ship. A suitable berth would have to be found, there would be risk to people living in the port area and to port infrastructure. The PMO would discuss the situation with Transport and have more information before making a decision to accept or deny entry to the ship. The CS official (a senior Marine Manager who had dealt with actual

P.o.R. cases) said he would try to get the ship into port as soon as possible. If the Port Authority denied access, Transport has some level of oversight and may seek authorization from a deputy Minister or the Minister. However, he would try to reach a consensus locally.

The P&I Club representative (in New York), explained his priorities as: safety of life, the marine environment, the ship and the cargo. He would run checks on the owner's premiums and on any condition which might affect future claims. He would ensure the Master had notified the CS and would expect the Owner to call in his Class Surveyor.

The Salvor, (a U.S. Salvage Company), disagreed with the "measured response" he had heard. A complete failure of the ship's structure and/or motive power could occur at any time. The sea state was imposing stresses on a weakened structure. His view was to have an experienced ship inspector on board soonest to assess the situation and report. The P&I Club man said they would welcome a salvage contract as soon as possible and the Legal Adviser agreed with him. The Salvor said he would probably offer an LOF in order to move quickly, without time-consuming negotiations. A Salvage Master would be sent to the ship, by helicopter if necessary. He expressed concern about using a busy port like Halifax and preferred a sheltered bay, near Halifax, with zero wave conditions, where the cargo could be lightered and temporary repairs made.



Panel discussing Places of Refuge.

PHOTO: PATRICK GATES / CMMC MARITIMES DIVISION

The Master, in contact now with Class in connection with damage and the cargo, was concerned for his crew should the ship split. He preferred not to turn the ship into a head sea. He called Search and Rescue. They could air-lift as many crew as the Master would wish. A Coast Guard Ship could be deployed by SAR, to stand-by the casualty.

The Legal Adviser stated that environmental liability is a major issue for the Owner. The Owner must use "due diligence" to minimize risk of pollution, since penalties are severe.

He also advised the Owner to keep an accurate record of all activities, times, entities, names of persons, moneys disbursed, communications. He would want to know if the CS or Port Authority would require financial security which P & I would probably supply.

Conclusion

The Moderator thanked the role-players and others who had contributed to the exercise on a Place of Refuge for a Ship in Need of Assistance. He noted that as the exercise proceeded, there was a heightened sense of urgency among the "players" and the audience. All who may be involved in such an incident should think about the issues.

This was a good forum to raise the questions although not to answer them.

CMMC hopes that this account of our P.o.R. simulation exercise might initiate some discussion of the subject among CMMC members, some of whom will

have their own experience to recount. We CMMC members would like to know how, in the U.S., you deal with P.o.R. cases. Is your government response as complex as ours? We like the U.K. system where one (nautical) man is in control and there is no political intervention. 🍁

Seafaring in 2011 A.D.

by
 Captain A.K. Bansal
 Company of Master
 Mariners of India

A husband at home and a pedestrian on the road always have the right of way, and they are safe so long as they do not use that right. Similarly, seafarers on board merchant ships have always had rights, but can rarely exert them because they are an international community that cannot avail of any jurisdiction to protect their human rights. They seldom get fair treatment in most countries they go to.

The greatest obstacle to enforce human rights for merchant seamen is the rule of International Law that only sovereign states can enforce laws within their jurisdiction. Denial of human rights comes easily to lawyers, especially to those who are briefed by their governments and would like to recognize no law except that enacted in accordance with rules in their own country. Legal minds like certainty and are more comfortable with familiar and positive legal principles or arguments that are also to those provisions of their law which they choose to apply. The old Soviet Union signed almost every human rights convention but insisted on their right to *enforce* those rights within their jurisdiction, only under USSR Law.

Thus, the doctrine of state sovereignty and supremacy of domestic jurisdiction has historically hampered every effort to formulate human rights for seafarers. Even though ships and seafarers on board are subject to International Law, legally binding rules cannot be made for them directly by the international com-

munity without legislative involvement of sovereign states. The result is that government authorities in most countries of the world reach for handcuffs first and find out what actually happened later. Seas and oceans being territorial domains of a secular *universitas humana*, the unimpeded rights of ships should be guaranteed directly, by the international community, without interposing domestic laws of countries. Governmental and judicial reluctance from almost every part of the world to support open-ended human rights law making has hindered every effort in that direction. Therefore, juridical difficulty faced by the international maritime community to enact uniform and universal laws that apply to every seafarer everywhere, remains a dream unfulfilled.

A big problem facing seafarers all over the world today is invisible legal liabilities in foreign countries of which they are totally unaware. Hence unjust incarcerations for their acts of omission and/or commissions, consequences of which pose challenges to them. For example, a seaman on one of our ships threw a fishing line from the stern of his ship anchored off a port in USA. We all know that seafarers of all hews traditionally fish from their ships in their leisure hours in *all* waters of the world. The U.S. Coast Guard promptly arrested the seaman *and* the Master, because to fish in U.S. waters without a fishing license is a cognizable offence. The seafarer did not know it. So how to explain to each of the nearly three million seafarers all over the world, how U.S. law works, and why U.S. authorities consider it wrong for seafarers to fish in U.S. waters?

Recent IMO and ILO guidelines represent internationally acceptable minimum standards for fair treatment of seafarers. It has now been reported that international organizations such as ITF,

ISF and ICS have taken the initiative to help protect seafarers.

An old proverb was, 'Join the Merchant navy and see the world.' This may have been true in the days of established liner services up to mid-twentieth century, when liner ships stayed in each port, few days at a time. Thus, seafarers had opportunities to see far away places, meet different people and interact with different cultures, customs and habits. In 1950, to discharge 6500 tons of bulk coal at North Quay in Madras manually, took 12 days. Today, if it takes 24 hours to discharge 30,000 tons, it is slow! Thus seafarers of today don't have that luxury of time due to short port stays.

Furthermore, ships have become bigger but older ports situated near to cities and towns have become no deeper. Thus load/discharge terminals have shifted out to deeper locations further away. There are limited conveyance facilities to cities and towns from such places. Even when seafarers are free from their duties, they have less opportunities to go ashore. Also, because shore leave to foreign seafarers is seen to cause safety and security problems, documentation and procedures required to step on foreign soils have become cumbersome.

Competency & Corruption

'*Fools of the family go out to sea*' is an old adage. Today, with the immense advancement in technology pertaining to ships and seafaring, and a revolution in electronics, seafarers require more intelligence, more knowledge, more education and more training. It may be time to relegate this oft-voiced adage to the dust bin of history.

Today, even though working on board modern ships is far safer than ever before and far more lucrative, requirement of competence in a modern seafarer, exacts from him, not only intelligence but also

an ability to do what he is required to do on electronically operated and controlled, ultra-modern ships. Unfortunately, rules in different parts of the world, pertaining to their bringing up in the merchant navy, do not include education requirements in the total training program of modern seafarers.

The DNV, the business division responsible for certification, has discovered that many training schools aren't up to scratch, and many seafarers ignore safety training and education. More than half the 4,000 seafarers questioned admitted breaking safety procedures 'frequently.' Furthermore, with increase in emoluments of seafarers today, bribery, corruption and outright cheating, have crept in. All this suggests that focus is to pass examinations and do anything to get a certificate, regardless of training, education and competence. This means that a seaman may have a certificate, but it is not the same thing as being competent.

Another kind of corruption is even more dangerous to ships and seafarers. Secretary of International Society of Seamen Cardiff went to Panama and purchased a Mate's FG certificate of competency for U.S. \$4,500. He presented this certificate to the media on return and said, "*the certificate is genuine, but I am not entitled to hold it as I have no training or experience of sea and ships. All that I was required to do was to sign a paper, produce a photograph and pay 4500 Dollars.*" Regardless of what various governments of maritime nations say, fact remains that such corruption is world wide. Even if Master of a ship has neither bought his certificate nor bribed the examiner, he has to make sure that the officer to whom he entrusts the navigation watch has not done so. Only then can he sleep in peace.

Common sense, wisdom and experience aren't easy to measure, but their value is immeasurable. Whether a man has twenty years experience *or* one year's experience twenty times is any body's guess. Young second and third mates of today are whiz-kids with computers. They know how to press buttons to

navigate their ships and fix positions on electronic charts through GPS or radar. But they are low in common sense and in observing basic principles of seamanship and navigation. Such quality of competence leaves question marks as to the ability of modern seafarers to do justice to the work they are required to do on board modern ships without jeopardizing safety.

For example, three separate second officers in a row laid courses on a chart the wrong way *down* a traffic separation zone. When questioned "*Why did you do that?*" Each had the same answer, "*Because that's the way we came up!*"? A Croatian third mate altered course for what he thought was a fishing boat but was in fact an out-of-order radar beacon, and narrowly avoided putting the ship aground. Some officers of the watch lose all interest once the pilot has boarded and grab that opportunity to get busy with their paper work, instead of learning from the pilot how to navigate in confined waters. During the Gulf War, the U.S. military created GPS errors. It put one ship's position halfway up the Shat al Arab, rather than off Bahrain Island where the captain knew he was. If the Americans ever turned off the GPS system, 40,000 ships would find themselves lost. Recently, a pilot asked the Master if the gyro had any errors. The reply was, "*Last month it was three degrees high.*" Last month!??

The modern cruise liner Royal Majesty is fitted with an integrated bridge system connected to GPS to automatically correct deviations in laid courses due to set and drift of the ship and to compensate against leeway, etc. She grounded near Nantucket while on a cruise between Boston and Bermuda because her GPS got disconnected soon after sailing out of Bermuda. The result was that her system was not controlling set, drift and leeway. Experienced navigators, including the Master, noticed the red dot on the display unit indicating that GPS was not connected 29 hours too late, after she grounded 17 miles off course.

Finding and training specialist crew is another serious problem. Demand for

vessels persuades owners not to scrap their older tonnage even as large numbers of new buildings come on line. Officers and engineers are fast-tracked into senior positions due to shortage. Quicker promotions lead to lower levels of experience. When that happens on highly specialized ships, it leads to breakdowns, delays, general inefficiency and potential disaster. As a general rule, after ten years at sea, most officers and engineers become highly competent. But virtually everywhere in the world, by that time sailing does not remain a preferred career. Because seafarers opt for shore jobs, they lose their sailing experience.

Charterers are now demanding that masters and chief officers have five and three years' sea experience, respectively, to crew LNG carriers. There are simply not enough experienced crew to man the current and planned new building tonnage. Trainers lack knowledge and understanding of sophisticated equipment and are therefore not competent enough to pass on the information and knowledge of what the equipment can deliver.

It takes years to train an ice-class officer. Confidence can only be gained by constant practice while watch-keeping during ice navigation. Over-confidence can easily lead to dangerous situations. Practical experience on strengthened ice-class ships is absolutely essential. Some ice can be easily negotiated with some training, while other types and concentrations can be fatal. Due to shortage, many officers have totally inadequate understanding of ice navigation. Unskilled officers damage their ship's hull by going too fast, or damage the rudder or propeller because they don't recognize ice conditions or aren't aware of their ship's limitations.

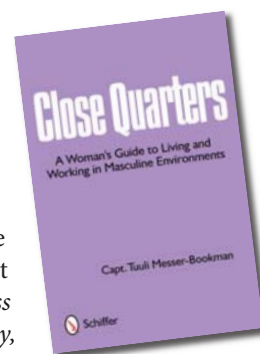
Fatigue

As a general rule, ships of today have half the number of seafarers than fifty years ago. Coupled with short port stays, this leads to increased workloads. It is generally recognized that there is no substitute for leave, especially shore leave.

Continued on page 39 >>>

Close Quarters: A Woman's Guide to Living and Working in Masculine Environments

by Captain Tuuli Messer-Bookman, #3293-S



Review by Captain Milind Paranjpe,
Company of Master Mariners of India

The author begins by addressing ladies, but as the succinct and well-written foreword says, the book lays out advice to both genders in managing their careers and relationships. This book is aimed at women who live among men round the clock, or work in close quarters with men—not women who go home at night. Her advice to women is, “Don’t enter the field looking for a fight, or expecting to bend deeply rooted traditions overnight. The men must adapt to your presence and you must adapt to them.... It is unreasonable and illogical to simultaneously expect equality and then demand special treatment.”

She shares some instances of women who intentionally looked for some way to claim sexual harassment just to get paid to drop the complaint and leave. She tells of beautiful nautical artwork on a training ship that had to be altered because a female cadet complained that the nipples on the mermaid were ‘offensive’! Incidents like those, and frivolous claims brought by greedy women, interfered with her ability to work smoothly with the men, and ultimately made her job more difficult. She blames the modern culture which protects aggressive women, and tolerates behavior from women that society would not tolerate from men.

She advises ladies that the mere presence of a woman changes everything for men. The jokes have to stop; girlie calendars have to come down; the entire climate shifts with a woman’s arrival. Because the men were often uncomfortable initially sitting next to her, in a ship’s lounge she allowed men first to trickle in and sit next to her. Even watching movies is different with women around. “What if there is a rape scene; a crude sexual joke? Or he laughs and you don’t?” she notes.

In the first chapter she narrates how boys at King’s Point felt she was being unfairly selected when she was called to interview with Shell Oil for a shore-side assignment. “What has she got that we don’t have, besides two tits?” they would say. Even her boyfriend, who had sea-going experience, advised her that she was not really cut out for the sea-life despite her having earned honors for her cadet sea project. She now calls her boyfriend’s advice to work ashore “stupid” and her decision to follow it as timid and short sighted. But she was interviewed and was offered the job, which she accepted.

At Shell she was to survey a benzene barge where her gender and youth were obstacles. She had to improvise, adapt and overcome by ‘mixing one part humor, two parts white lies and a dash of artful maneuvering.’ It was hilarious to read how she instilled the fear of sterility due to benzene into an old bargeman, and thereby scared him into wearing his respirator. A year after accepting the shoreside job with Shell, she realized she really wanted the adventure of sea-life.

On male colleagues opening doors, she comments that how one behaves or reacts to situations often determines what one experiences. Women, like racial minorities, are a protected class, which she finds nothing but a “barrier between her and her male colleagues.” She states that one of the disservices today’s educational facilities inflict on protected classes is to create layers of protections from real-world challenges—the same real world for which the institutions are supposedly preparing them. She is concerned that upon graduation, students who have been over-protected from emotional stresses are at a distinct disadvantage. Citing an example of how a female cadet who had cried during training simulations, later froze while on bridge watch when a give-way

vessel failed to give way, she states that “by failing to stress her appropriately, we failed to prepare her for the inevitable stresses of the industry.” Here, does the author mean that stress is synonymous with ragging, which was abolished but should be re-introduced? The author recommends, without mentioning how it should be done, that the best thing we can do for young women—indeed, for every candidate entering mission critical positions—is to train them to be completely technically competent, as well as emotionally robust.

In the chapter on ‘Kit and Caboodle’ while giving tips on luggage, laundry, personal hygiene, feminine necessities, etc. she explores the drama of co-ed laundry aboard ship. She notes, “To most guys, a female co-worker’s panties are as toxic as nuclear waste.” She explains that men are so uncomfortable around women’s personal effects that she used to hide her money and passport in a tampon box. “It worked so well that even surly Customs officers wouldn’t probe there!”

Her narrative of the anticlimax of arriving at the exotic Singapore airport and fabulous hotel, but then having to hide inside an oil drum in the rear of a pick-up truck to join the ship (because women were not allowed at the jetty) is as entertaining for the reader, as it was for the crew.

In the chapter *It All Matters: How to Behave* Ms. Messer-Bookman emphasized that even private behavior, that is, what one does during one’s off time, matters. She has given examples of a NASA astronaut who pled guilty to criminal charges and a female corporate attorney who was bypassed for partnership because, during her off time, she was seen sporting body piercings, wearing blue hair and revealing multiple tat-

Bansal>>>Cont'd from page 37

More often than not, a seafarer is glad to get some rest when free from work instead of taking that opportunity to step ashore. All these factors conspire to pre-

Close Quarters>>>Cont'd from page 38

toos. This, I found to be one of the most interesting chapters. Who would hire a female displaying a license plate which reads "First class bitch?" It is a trite observation, she notes, that a reputation takes years to build but only a few minutes to destroy.

The book is liberally illustrated with line drawings by California Maritime Academy cadets. Never lacking candid first hand experiences, the book keeps the reader, male or female, engrossed.

In Final Thoughts the author advises "Don't just be a stick floating down life's river. Be a stick with an engine, a rudder, and someone at the helm!" No one can disagree. ☆

vent shore leave to seafarers. Thus life on board revolves round the ship and fellow seafarers, which in turn leads to fatigue. When seafarers don't have a break away from their ships, they are unhappy. As a result they make mistakes.

A recent UK report has identified fatigue as a contributory factor to maritime incidents. That means the maritime sector needs more crew on board ships. There should be laws and rules to govern manning. Such a solution to put more seafarers on board won't give any seafarer an extra dollar, but it might give him an extra hour of sleep, which in turn may make all the difference between safety and a disaster.

Value of crew training and competence is increasingly judged by bureaucrats, lawyers, charterers and lay people who have no idea of ships and sea. Recently, a lawyer for a ship owner was found bullying a witness in an arbitration about how

wind can blow from port quarter when he had stated earlier that wind was on starboard bow? The lawyer had perhaps never seen a ship except in movies and was trying to make out that the expert witness, who was an experienced Master, was incompetent. Until it was drawn for him on the black board, he could not visualize that it would happen if the ship was swung round 180°, which is what had happened!

A need of the day is to agree on rules that can distinguish between acts and omissions on the part of those on board ships, for and behalf of the ship, as against those ashore, such as owners/mangers and superintendents. Fact remains that in much the same way that only a diamond cuts a diamond, competence as well as acts of omissions and commissions of seafarers can best be judged by seafarers and not by those who have never sailed ships. ☆

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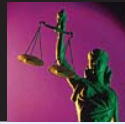
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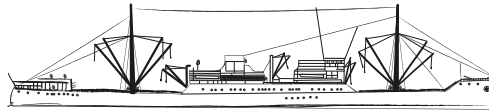
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