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Sidelights

October 2012 Vol. 42, No 4

Written by Masters & Pilots, for Masters & Pilots

Emission Control Areas
U.S. Flag Compliance "Grey List"
VSO training to include anti-piracy
MLC 2006: Father Oubre's Personal Fantasy

IFSM Annual Assembly
SOLAS Changes for Pilot Transfers
World-wide Online Maritime Job Board

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.

In This Issue



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ON THE COVER

"Storm on the Horizon"
The *SULPHUR ENTERPRISE* sees weather ahead in Tampa Bay.
Photo by Captain Terry Jednaszewski.

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

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The Council of American Master Mariners, Inc.

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VIEW
from the

Bridge



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

PIRATES — TIME FOR CAMM TO ADD ITS EXPERTISE

September 11th has just passed and I am grateful that the current President has kept this country safe from terrorist attacks. What does this have to do with our industry? Think back to the U.S. Navy Seals who were given

the authority to use deadly force on the Somali pirates who were holding Captain Richard Phillips hostage.

The recent killing of a merchant seaman held hostage by the Somalia pirates, because they had not been paid the requested ransom, amplifies how fortunate Captain Phillips is to be a U.S. citizen. As of June 22nd, thirty-five hostages have been killed by Somali pirates this year (most while trying to escape); this according to the International Maritime Bureau (IMB). IMB further reports that over 1,200 seamen are being held hostage in Somalia.

The latest killing brings into focus the enormity of the pirate problem and should outrage maritime nations. Yet, even the reporting suggests that we have accepted the Somalia pirates as the norm and only when a U.S. flag ship is attacked will the national media cover the story.

At the AGM, Will Watson gave an excellent account of modern day piracy and the efforts to combat this global problem. The use of privately contracted armed security personnel (PCASP) has helped reduce the number of successful attacks. Somalia pirates were successful in capturing only 13 ships (on 69 attempts) this year, down from 21 vessels

seized last year. None were U.S. Flag. CAMM's position on International Piracy On the High Seas is as follows: *SUPPORT the UN resolution adopted Dec. 17, 2008 and urge the militaries of the world to work to defeat piracy wherever it occurs.* CAMM asserts that it is the responsibility of the U.S. Government to provide the force protection necessary to ensure the safety of life and property aboard U.S.-Flag vessels.

While this is a strong position, the US Government has done little to "provide the force protection necessary" to protect our ships. Reports from our seagoing masters indicate that they rely on PCASP to keep their ships safe from pirate attacks. See articles in the last two issues of *Sidelights* by Captain John A.C. Cartner and Captain Paul Willers.

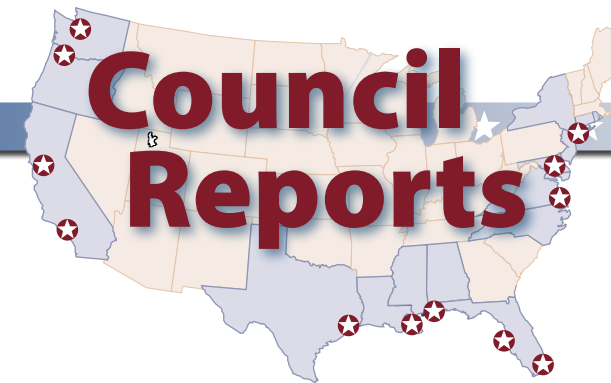
Our membership can bring a unique perspective to the table concerning piracy. To increase your knowledge on the subject there are several good websites that can bring you up to date - one is <http://merln.ndu.edu>. Once at the MERLN home page, go to "Issues at a Glance", then to "Piracy off the coast of Somalia". Here you will find a comprehensive list of sites which lists U.S. responses, Congressional hearings,

international organizations, background on Somalia and more.

For suggestions to U.S. counter piracy policies, the point of contact is: Donna Hopkins, Coordinator, Counter Piracy and Maritime Security, Bureau of Political-Military Affairs (PM/CPMS), U.S. Department of State, 2025 E Street, N.W., Suite NW8090, Washington, D.C. 20006, (202) 453-9309, HopkinsDL@state.gov.

I will soon have links posted on the CAMM website specifically for information on piracy. I will also be issuing an updated press release calling for continued action against piracy. Piracy continues to threaten our masters, their ships and crews. As an informed membership we can actively participate in discussions and offer suggestions to the leaders in the industry, at MarAd and in Congress.

RJK
Captain R.J. Klein



Secretary & Treasury Report



by Captain
David Williams
#2318-R

Let me start by saying it is an honor to have been elected to be the CAMM National Secretary/Treasurer at the May 11, 2012 Annual General Meeting in Seattle, Wash.

I wish to thank all of you for your support.

I wish to thank Captain Don Moore for all his help and cooperation in the change of command of the Secretary/Treasurer's office.

Don held the job since 2007 after filling in for the late Captain Dave Smith for a couple of years. The change went very smooth. Thank you Captain Moore.

At the Annual General Meeting Captain Moore reported membership was 775 of all types of members. Membership drives continue to be very important.

There was a very frank and extended debate at the Annual General Meeting about the finances of CAMM. Reduced resources have led to the problem of having to reduce activities due to the lack of funds. CAMM pays all its obligations on time but has had in the last few years reduced activities in areas of membership drives, attending IFSMA (International Federation of Ships Masters) meetings, forming new chapters (such as Boston and Portland, ME) where many of our members reside. Our yearly convention has had reduced resources over the years. Although member chapters have done an outstanding job with the resources available, the lack of resources has made it hard to attract speakers and participants including members to participate in the meeting.

The debate for the next year will have to center around what CAMM members wish to do and what resources will be available. This should include sources of revenue, what expenses to include as well as what activities to participate in.

For revenue the main source today are membership dues which account for about 60% of the revenue. Dues have been nearly static for over 20 years. Raising dues leads to the fear of loss of membership. It should be done carefully and in small steps. *Sidelights* advertising accounts for about 30% of revenue. However, *Sidelights* revenue covers only 40% of the costs of publishing the magazine. It appears these revenues may have peaked. 10% comes from various sources, the raffle, sponsors, contributions, etc.

CAMM has three main expenses: *Sidelights*, the convention, and management of CAMM. Travel to attend meetings such as IFSMA and chapter development have been reduced considerably over the past several years. *Sidelights* amounts to as much as 75% of the total budget. Revenue to cover all costs of *Sidelights* seems to be very elusive, thus a lot of thought needs to be put into the operation of *Sidelights*.

What might be required is to have a roving ambassador, a sales type person, who can promote sponsors, members, and activities. I think this person could call on shipping companies, marine superintendents, port captains to encourage their masters to join CAMM.

CAMM may need to get into activities which lend themselves to sponsors. Giving awards to graduates of the Maritime Academies would be an example.

The above comments are not intended to describe what action to take but to stimulate thought. Please send in your comments and or recommendations, preferably by email, or by written letter if you wish.

In the next issue of *Sidelights* I will discuss the budget process by which CAMM decides how to allocate its resources and thus spend its money. ☆

Triple our Membership Drive

Sponsor 3 approved new members
and be eligible to earn
one free year
of membership dues!

Ask your Chapter President for more details. Membership applications are available online at www.mastermariner.org. Please remember applicants must include a copy of their current U.S.C.G. License for timely processing.

CORRECTION & APOLOGY

June 2012 *Sidelights* erroneously reported in Mr. Will Watson's Keynote address (page 24, 3rd para.) that a "... newer model of piracy was emerging in New Guinea..."; it should have read "... emerging in the **Gulf of Guinea**...". One is a lovely island in Southeast Asia while the other is a crime-riddled area of water off West Africa.

First VP Report

Submitted by Captain Joe Hartnett

We are continuing our search for existing and prospective new members to re-activate the Norfolk Chapter and establish a chapter in Philadelphia. Any current or prospective members in those areas are asked to contact Captain Hartnett for further information.

Sidelights and website Committee

Submitted by Captain Tom Bradley, Committee Chair

The committee is investigating technologies to more efficiently deliver *Sidelights* content via the internet and further upgrades to more easily manage website content and organization.

We have picked up a few ads to replace advertisers that have dropped out, but we still need your help in securing more advertisers to cover costs up to 100%.

Seattle / PNW

Submitted by Captain Douglas Subcleff Chapter Secretary

A total of 25 attended our annual Summer Field Trip adventure, a tour of the only operating USCG icebreaker, the *USCGC HEALY*. This tour was pos-

sible thanks to the gracious invitation of Commanding Officer Captain Beverly Havlik. Captain Havlik was one of our featured speakers at the 2012 National CAMM Professional Development Conference held in Seattle on May 10th. The timing of the tour was not an easy task due to an extended shipyard period and only a brief window of opportunity before the *HEALY*'s summer deployment.

Because Captain Havlik was home on well-deserved leave, she delegated the tour-hosting duties to her Executive Officer, Mark Tilapa. He and other USCG officers, including Erin Sheridan, did a fine job showing us around the vessel. They were careful to keep us out of harm's way, as there were still a number of ship renovation jobs going on during this post-shipyard period.

As our tour group made its way around, it was quickly apparent that this was no ordinary USCG vessel. In addition to the crew complement of 94, the ship has accommodations for up to 50 scientists. There are numerous science-related lab facilities throughout the vessel. It was explained to us that, although service aboard the *HEALY* is not considered one of the more "normal" USCG career paths, it is still a coveted assignment.

Below: USCG Erin Sheridan describes the USCGC *HEALY* bridge layout to the CAMM Seattle tour group.
Right: Captain Klein and Gary Stauffer present prizes to Nick Krastin of Team Taco Del Mar for being a double winner for Longest Drive and Closest to the Pin.



PHOTOS: DOUG SUBCLEFF

The tour concluded with a lunch in the crew mess. Thanks to Captain Beverly Havlik and all involved for the opportunity to tour this amazing ship. We wish you all Good Sailing in your future missions!

On August 30th, the Seattle Pacific NW Chapter held its 5th Annual Bob Magee Memorial charity golf tournament at the Mt. Si golf course in Snoqualmie, Wash.

Event chairman, Captain R.J. Klein, reported that a total of 64 golfers participated in the event this year. In the previous four years, CAMM Seattle has raised over \$25,000 for the benefit of the Youth Maritime Training Association (YMTA). A special \$5,000 scholarship award sponsored by the Seattle Chapter was created by YMTA President, Gary Stauffer as part of YMTA's annual scholarship presentation. The 2012 recipient, Miss Brijonnay Madrigal, is now enrolled at the University of Hawaii, majoring in marine biology.

Golf tournament sponsorship is a critical component for successful fundraising

Continued on next page >>>



Council >>>Continued from page 7
and this event owes much of its success to the participation of the Puget Sound area maritime community. Corporate sponsors included Totem Ocean Trailer Express (TOTE), Westwood Shipping Lines, Foss, Aleutian Spray Fisheries, Crowley, Matson, Trident Seafoods, Puget Sound Pilots, Marine Resources Group (MRG), Black Ball Ferry, Glacier Fish, Wester Tow, ABS, Crawford Nautical School, Gaspich Law, IOMM&P, MEBA, Global Diving, J. Linster Maritime. Other sponsors included a number of individual CAMM members: Captain Paul Hanley, Captain Georg Pedersen,



PHOTO: DOUG SUBCLEFF

The winning team, representing Westwood Shipping: Grant Stewart, Doug Ward, Terry Thomas, Steve Cordingly. They finished with a score of 59. TOTE Shipping was 2nd place with a 60.

Captain Carl Johannes, Captain Andy Subcleff and Captain Mel Flavel.

Captain Klein thanked the loyal group of volunteers from the CAMM Seattle Chapter and YMTA in addition to companies that donated goods and services, including Cutty Sark Nautical Store, Southwick Specialties, Marine Exchange, Puetz Golf, CC Conklin, Rachel Shrewsbury, Gary Stauffer, Fryer Knowles, Alaska Weathervane Seafood, Lyn McClelland, Ken Passé, Captain Paul Godot, Captain Georg Pedersen, Pat Hartle, Amy Subcleff, Captain R.J. Klein, Captain Don and Jackie Moore, Captain Carl Johannes, Karin Jacobs, and Charlie and Carleen See.

In addition to the golf, the day's events included a silent auction, raffle and buffet meal. One of the most popular silent auction items was a radio room clock donated by CAMM member, Captain Georg Pedersen. That clock was a piece

of history as it was from the SS GATEWAY CITY, a World War II C-2 ship that was converted in 1957 to become the world's first container ship.

So, mark your calendars for next year: August 29, 2013 is the planned day for the sixth annual Bob Magee Memorial Golf Tournament!

San Francisco Bay Area

Submitted by Captain Klaus Niem, Chapter President

Over the summer, a small group of us worked on securing a location for CAMM's 2013 AGM in the Bay Area. The PDC and AGM will be held at the Waterfront Hotel in Jack London Square, Oakland, Calif., on April 24-26, 2013.

Our chapter's first formal meeting was in September, with good discussions on who to invite as speakers and topics for our AGM in 2013. We have confirmed USCG Captain Cindy Stowe, Sector San Francisco Commander,

to speak on vessel traffic control and America's Cup and CAMM member Dr. Captain John A.C. Cartner to speak on TWIC. We've also invited as speakers: RADM Thomas Cropper, President of Cal Maritime; Tony Munoz, Editor-in-Chief of the Maritime Executive, Craig H. Allen, USCG (Ret.) and University of Washington School of Law professor; and a representative from NANOOS.

Los Angeles / Long Beach

Submitted by Captain Dave Boatner, Chapter President

The Los Angeles / Long Beach Chapter meets at noon the second Tuesday of the month [except August] at Ante's res-

Captain Klaus Niem presents a pair of binoculars, courtesy of the San Francisco Bay Area CAMM Chapter, to Jonathan Carta at the Cal Maritime Academy Senior Awards Ceremony in May. The chapter awards binoculars annually to the graduating student with the highest G.P.A.

taurant in San Pedro. We usually have anywhere from six to ten members in attendance. Like many CAMM chapters, LA/LB struggles to increase numbers at local meetings. Our members take an active interest in their profession and encourage all Masters living or visiting in the area to participate in our monthly meetings.

Houston / TAMUG Cadets

Excerpted from CAMM Houston news

After a summer hiatus, Houston CAMM meetings are starting back up on new dates. Please reserve the 4th Tuesday of each month beginning September 25th. The meetings will be held at the TAMUG campus in the private dining room. It is a buffet style meal. Cost approximately \$8.00. All are invited, not just members.

Past Chapter President Captain Dennis Ferguson is slated as our September guest speaker, speaking on his experiences in the Navy and Coast Guard as he worked up rank from a Junior Officer to Port Captain, then later as a Marine Operations Director for Phillip's Oil Company, a Marine Supervisor for Coastal, and as an Independent Ship Inspector.

October's meeting will be the 23rd with guest speaker Captain Bill Duncan, a former tanker master with Exxon Shipping, and the PIC for the salvage and lightering of the late ship EXXON VALDEZ post grounding on Bligh Reef. The November meeting is moved to Nov.

Continued on page 12 >>>



PHOTO COURTESY OF CAL MARITIME

U.S.-Flag vessel and crew detained in Venezuela

CAMM members organized support for crew while detained and efforts to release Master, crew and vessel.

by Captain John Konrad #3205-S

The Captain of the U.S.-flagged heavy-lift carrier MV OCEAN ATLAS was detained by Venezuelan authorities amid an alleged weapons smuggling investigation that lasted for weeks.

The OCEAN ATLAS was boarded by local police, members of Venezuela's drug enforcement agency and individuals claiming to be INTERPOL agents shortly after tying up in Maracaibo, Venezuela



Photo taken by a crew member during the arrest.

on Wednesday August 29.

The officials claimed they had received a tip that the vessel was smuggling drugs from the United States.

A search of the OCEAN ATLAS failed to turn drugs but authorities detained the ship after finding weapons used by the vessel's security team during a recent transit of the Gulf of Aden.

The weapons were locked in the Captain's safe and had been declared prior to arrival but this did not stop authorities from returning September 6th with a police van and arrest warrants for the entire crew. A crew member reports that after being held at gunpoint for three hours, Captain Jeffrey Michael Raider bravely subdued the authorities by accepting the arrest if the other crew members were allowed to remain on the vessel.

Morale continued to decline until September 6th when a crew member contacted Captain John Konrad for help. Captain Konrad wrote an article for the website gCaptain.com then passed the

information to Captain Bradley who activated the CAMM network to quietly support the vessel and locate her missing Captain.

As media attention quickly flooded the incident, U.S. state department officials made their first visit to the detained vessel. Father Sinclair Oubre (CAMM Chaplain) provided generous support contacting the vessel, Seafarers International Union officials and Venezuelan clergy to support the needs of the OCEAN ATLAS crew.

The M/V OCEAN ATLAS, one of four heavy-lift vessels of Intermarine's U.S.-flag heavy-lift affiliate, U.S. Ocean, is operated by Crowley and manned by AMO union officers and SIU crew. The 8,000 DWT vessel, with 400 metric tons lifting capacity, is particularly well suited for the movement of project/heavy-lift and military cargoes. The OCEAN ATLAS sailed to Venezuela with 15 crewmembers aboard.

The incident follows the August detention of an unnamed U.S. citizen attempting to enter Venezuela from Colombia whom President Hugo Chavez said may be a "mercenary." The U.S. and Venezuela have frequently clashed since Chavez, a self-declared "anti-imperialist," came to power 13 years ago. Chavez, who faces elections on Oct. 7, accuses the U.S. of having supported a 2002 coup against him.

"The disturbing aspect of the matter in Venezuela is the possible politicization by the Chavez regime of the world-wide trend toward criminalization of the master and officers. This has occurred before in that state in similar circumstances such as in the cases of the B ATLANTIC (2007) and the ASTRO SATURN (2008) which seem similar in some respects to this case," said CAMM member Dr. John A.C. Cartner (#2574-R), a world recognized

maritime security expert and author of the book *The International Law of the Shipmaster*. "These are well-worn ways toward arresting first, asking questions later and in some cases waiting a year or more before moving toward charge and trial or release."

In the weeks following the incident Captain Konrad contacted INTERPOL and learned that the organization prohibits agents from boarding ships or conducting field work of any kind. The organization warns masters to be aware of any individuals claiming to be INTERPOL agents.

The vessel was finally released on September 14th and sailed directly to the Dominican Republic to replenish supplies and allow the crew to step off the gangway for the first time since the vessel departed Houston one month earlier. It was also noted that Captain Raider is in good spirits and was treated well throughout the period of his arrest. ☆



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Dear CAMM,

Council of American Master Mariners and Pilots

In regard to Captain Pierson's letter in the June issue of *Sidelights*, I hope no one takes seriously his suggestion of diluting the name of our organization from CAMM to CAMM and Pilots. We all know that marine pilots have specialized and specific knowledge of a tiny portion of the world's waters. They are not necessarily master mariners or even deck officers. The best pilots, in my estimation, are ex-ship-assist tug captains. There are difficult pilotage areas like the foggy inside passage in Alaska to the simple areas like the Panama Canal and Long Beach, Calif. Berthing a modern ship with azimuthing propulsion, stern thrusters, bow thrusters, GPS, radar etc. is spectacular but not difficult. The job of a pilot is in no way comparable to that of a master mariner and the name of our organization is distinctive and should not be diluted.

— Captain John A Corso, #1681-L

While I appreciate the thoughts of the author of the letter to *Sidelights* June 2012 "Pilots younger element to CAMM", I should also express a slightly different view. First of all, I sailed as master for 12 years and was a regular CAMM member before becoming a pilot, and there are quite a few pilots senior to me.

Both masters and pilots provide a great value to CAMM. However, since pilots have their own organization that promotes pilot issues, I believe we should remain true to our organization and tap into how pilots experience relates to the U.S. Merchant Marine, seagoing ship masters and mariners.

Most pilots and their associations belong to the American Pilots Association (APA) and through that organization, the International Maritime Pilots Association (IMPA). These organizations are quite active including regional and national pilot conferences. More about these organizations can be found at <http://www.americanpilots.org> and <http://www.impahq.org>.

Respectfully, Captain Dan Jordan, #2698-R
2nd Vice President / Pilot Relations Liaison

A Personal Fantasy



by Father
Sinclair Oubre
CAMM Chaplain
#3220-A

I write this column days after Russian and the Philippines submitted their ratification instruments to the International Labour Organization.

This brought the number of ratifying nations over the threshold of 30, and started the clock on full enforcement in twelve months. Except for some activities at the Department of Labor and the Executive Office, little has been done in the U.S. to move this important convention forward. Below is my fantasy testimony before a fantasy Senate hearing on for the ratification of the MLC 2006 by the United States.

On behalf of the seafarer welfare community in particular, and the Apostleship of the Sea of the United States in particular, I wish to thank this Senate committee for holding this important and very overdue hearing for the ratification of the International Labor Convention Maritime Labour Convention 2006.

We in the seafarer welfare community have long felt that our federal government either profiles mariners as potential threats, or fails to see them at all.

In a January 2011 GAO report, *Maritime Security: Federal Agencies Have Taken Action to Address Risks Posed by Seafarers, but Efforts Can Be Strengthened*, noted that there have been no terrorist attacks by seafarers:

"According to Coast Guard National Maritime Intelligence Center officials we met, to date there have been no terrorist attacks involving seafarers on vessels transiting to U.S. ports and no definitive information to indicate that extremists have entered the United States as seafarer non-immigrant visa holders." (Page 12)

One would thereby conclude that seafarers would receive special consideration by the Department of Homeland Security for expedited processing.

However, this is not the case. Where there has been real terrorist attacks in the airline industry, TSA and CBP are actively working to develop programs that will expedite the entry process of some foreign air travelers through its Global Entry program. However, there are no TSA/CBP initiatives to expedite entry on behalf of seafarers. In fact, in spite of the lack of threats by seafarers, the GAO report goes on to state:

"Nevertheless, as we reported in 2007, security officials in the U.S. government are concerned about the possibility of a future terrorist attack in a U.S. port." (Page 12)

So, airline passengers, who have a history of actual terrorist activity, receive expedited processing, while seafarers, who have no history of terrorist activity, should receive, according to the GAO, even more vigilance.

One dictionary gives the definition of profiling as, "the use of specific characteristics, as race or age, to make generalizations about a person, as whether he or she may be engaged in illegal activity." For me, much of our government's response to seafarers meets this definition.

In addition, there are the little things that also demonstrate our government's suspicion of seafarers.

For instance, the Transportation Workers Identification Credential started out as a universal transportation credential, then it morphed into Maritime Workers Identification Credential. Is it because pipeline workers or airline workers are less of a threat? And why does a TWIC costs an U.S. seafarer \$129.75, while the Global Entry card, which is designed for business air travelers costs only \$100.

When our government is not suspicious of U.S. and foreign mariners, then it just ignores them. The fact that it has

Continued on page 12 >>>



Annual General Meeting

Professional Development Conference

April 24-26, 2013

Location

Waterfront Hotel, Jack London Square, Oakland, Calif.

Agenda

Wednesday, April 24:

Welcome Social (afternoon/evening)

Thursday, April 25:

Professional Development Conference

Friday, April 26:

Annual General Meeting (CAMM business - open to all, but only members have a voice).

Lalonde Spirit of the Seas Award Nominations

Nominations for the 2013 Lalonde 'Spirit of the Seas' award are now open and available online or from your regional Vice President.

Nominations are open to any mem-

ber, living or deceased, with all the following attributes: humanitarianism, professionalism, seamanship, life-time achievements and noteworthy accomplishments, along with contributions to the maritime industry and the 'spirit of the seas' in their everyday lives.

For additional information, applications, or guidelines and rules, go to the CAMM website or contact your chapter president or Regional V.P. And remember, *all nominations must be returned by U.S. Postal Mail and postmarked by January 15, 2013.*

Constitution & By-Laws

Any submissions for changes to CAMM's Constitution or By-Laws must be submitted no later than December 24, 2012 to National Secretary Captain Dave Williams. (By-Laws 10.1.1)

Accommodations

Reservations at the Waterfront Hotel can be made online (link from CAMM's website) or by phone at 1-888-842-5333 starting in mid-October. Use the code **CAMM2013** for the group rate; \$159/night, excluding taxes. Parking is \$12/night.

Event Registration

The event registration form will be on CAMM's website once more details are finalized.

Sponsorships Available

Please contact Captain Klaus Niem for sponsorship opportunities.

Event Chairperson

Captain Klaus Niem
captniem@mastermariner.org
707-255-6567

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Fantasy >>>Continued from page 11

taken six years to hold this hearing is a manifestation of this policy of ignoring. I would also point to the refusal of our government to develop regulations regarding fatigue, and the nine-year process to recognize seafarers' right to shore leave as other examples.

The Maritime Labour Convention 2006 establishes a quality of life baseline for U.S. and foreign seafarers, and provides avenues for both U.S. and foreign seafarers to gain redress from standard operators.

There have been voices in the U.S. industry that the MLC 2006 would place undo burdens on the U.S.-fleet. This fails to take into consideration that the convention does not apply to most of the inland and brown water fleet. And even if it does, shouldn't U.S. operators maintain a standard that it is on par with Liberia, Panama, Gabon and the Philippines?

If the U.S. Senate were to ratify the Maritime Labour Convention, the United States would begin a new chapter in its treatment of seafarers. Our nation would begin to recognize the importance seafarers play in our economy, and how our lives are dependent on their professionalism. Finally, our nation will begin to recognize our responsibility toward them. Not ignoring them, not treating them as national threats, but as part of the network of relationships that make our American life what it is.

I wish to thank the Senate for allowing me to make this appeal. ☆

Council >>>Continued from page 11
27th due to holiday conflicts.

Tampa Bay

Tampa Bay has been on summer hiatus and will return to regular monthly meetings on October 9, 2012.

Baltimore / Washington D.C.

*submitted by Captain Joe Hartnett
Chapter President*

The Baltimore/Washington D.C. chapter continues to grow and participate in all maritime events in the area. We

CROSS'D THE FINAL BAR

CAPTAIN JOSEPH FERNANDEZ #1117-R

Captain Joseph Fernandez of Staten Island, New York, passed away on June 29, 2012. He was very proud of his membership of the Council of American Master Mariners and enjoyed reading *Sidelights*. His ashes were put out to sea on July 23, 2012, on what would have been his 89th Birthday.

CAPTAIN MAX RAND #1183-L

Captain Max Rand of New York City cross'd the final bar on May 16, 2012 after a long illness. The final diagnosis was ALS. Fortunately, it was masked as many other disorders without the crippling effects which go along with ALS.



CAPTAIN MICHAEL MICHAELEDES #2475-R

Captain Michael Michaeledes passed away on May 9, 2012. In 1942, he was accepted into the U.S. Merchant Marine Academy and graduated in 1944. In 1952 he received his Unlimited Master's license. Captain "Mike" was well-known on the Honolulu waterfront, having sailed with Matson Navigation Company for 14 years before being accepted into Hawaii State Pilots in 1961, where he stayed until he retired in 1990. In 29 years of piloting, he served 12,000 ships ranging from 500 to 150,000 tons in all seven deepwater ports in the Hawaiian Islands.

After retirement, he moved to Port Ludlow, Washington and in 2009 relocated to Centennial, Colorado. He is survived by his wife Joan Michaeledes, three children, five grandchildren and four great-grandchildren.

Memorial donations may be made in Michael's name to the Hawaiian Humane Society, 2700 Waiialae Avenue, Honolulu, Hawaii 96826. Please share condolences at HoranCares.com. ☆

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

Captain **George Violante** #1932-L of Arvada, CO, crossed 12/28/2010

Captain **Ira D. Murphy** #1351-R of Jacksonville, FL, crossed 5/27/2012

recently showed the CAMM flag at the annual Propeller Club Crab Feast and will be attending the Baltimore Maritime Exchange Shrimp Feast on Sept. 19th. As part of our continuing efforts to support the local seafarer's we will be participating as a sponsor for the Baltimore International Seafarer's Center Golf Outing on Sept. 28th. The seafarer centers continue to express the need for ship's visitors and we are trying to fulfill that need.

Congratulations to chapter member Mr. Will Watson on his new employment

endeavor. We appreciate all of Will's efforts for our chapter and look forward to his continued support for CAMM.

**Columbia River
New Orleans
Mobile Bay
New York / New Jersey
Port Everglades / Miami**

No reports submitted. ☆

Sounding the Alarm on U.S.-Flag Compliance



*by Captain
Eric Christensen
U.S. Coast Guard
Chief, Office of
Commercial Vessel
Compliance
#3307-H*

Alarms are designed to alert the watch that something is amiss with a particular piece of equipment or that a level is too high or too low, and it requires attention. Consider this a high-level alarm for detentions of U.S.-flag vessels.

May 18, 2012

Coast Guard analysis of recent actions taken on U.S.-flag vessels by port state

control (PSC) authorities overseas indicates an alarming trend in the number of significant deficiencies noted. These deficiencies mainly relate to improper manning, primary lifesaving equipment, engine room fire hazards, structural hull safety, and the inability to verify compliance with international conventions due to missing or non-endorsed documentation such as International Safety Management (ISM) certificates.

This pattern is illustrative of a decline of registry performance, which has firmly landed the U.S. on the "grey list" in at least one of the regional PSC regimes since 2008. This status is indicative of an average performance over the preceding three years and signifies the necessity to implement immediate corrective action. As a result of "grey list" categorization, U.S.-flagged vessels are subject to increased PSC scrutiny and examination frequency. Compounded with the results from Coast Guard and class oversight efforts, multiple substandard conditions have been identified and attributed to habitual offenders indicative of a flawed safety management culture.

The objectives of SOLAS Chapter IX and the ISM Code are to ensure safety at sea, prevent injury or loss of life, and to avoid environmental and property

damage. ISM Code requirements outline processes of communication, training, and actions to continuously maintain the ship in a state of compliance with the applicable safety and environmental protection regulations. Specifically, the code seeks to develop a "safety culture" which addresses human error and human omissions.

To accomplish its objectives, the code requires owners and operators who have assumed responsibility for their respective vessels, to implement safety management systems (SMS) for their companies and ships. The ability to implement an effective SMS and to foster a "safety culture" throughout all levels of the organization requires a staunch commitment from the upper echelons of management, to the international standards for the safe management and operations of ships.

In an effort to address the decline in statutory and international convention compliance of the U.S. fleet, the Coast Guard has initiated a campaign focused on holding repeat offenders accountable by targeting the company SMS for increased oversight and compliance verification at the management level.

In a recent case, objective evidence of continued non-compliance with the requirements of the ISM Code, applicable international conventions, and flag state regulations as well as a systemic failure to adequately implement company policies and procedures led to the first-ever revocation and cancellation of a U.S. company's ISM Document of

Compliance (DOC). A review of attendance reports, documented by various authorities including port and flag states, clearly established a pattern of habitual disregard for rules and regulations. There was also a repetitive inability of the company to implement effective corrective action, both indicative of an ineffective SMS.

The Coast Guard is asking U.S.-flag vessel owners and operators to take the steps necessary to mitigate the detention of vessels overseas. Verifying that vessels meet applicable requirements under SOLAS and that crews are compliant with STCW in advance of foreign voyages and port calls can go a long way toward improving our international standing.

The Coast Guard stands ready to assist vessels owners and operators in this compliance effort. Please contact your local sector, Marine Safety Unit or detachment with questions. ☆

Captain Eric Christensen is Chief, Commercial Vessel Compliance at U.S. Coast Guard headquarters in Washington, D.C. He oversees vessel inspection policy development for over 12,000 U.S.-flag vessels, 8,800 foreign vessels under the Port State Control Program, uninspected vessels, and mariner credentialing policy for 200,000 U.S. merchant mariners. He spoke at CAMM's Professional Development Conference in 2011 in Baltimore.

Piracy now plays a much larger role in security officer training



by Will Watson
Maritime Journalist
#3256-A

The scourge of piracy has affected the maritime industry in many ways and one significant change

comes in Florida. the training of company and vessel (or ship) security officers (CSOs, VSOs). Until

now, the traditional training course for CSOs and VSOs was a two-day course that focused on the traditional threats posed to commercial vessels and their crews. Over the past few years, training schools have added separate courses to address the issues related to the piracy threat.

Now, Det Norske Veritas (DNV) has launched a new and comprehensive course that includes counter-piracy tactics in an expanded three-day course for CSOs and VSOs. And a growing number of training schools are offering this new course. "We believe this expanded course is a good thing," says Glen Paine, Executive Director at the Maritime Institute of Technology and Graduate Studies (MITAGS). "Piracy poses a major threat to today's seafarers and proper training is critical to surviving this threat."

Mr. Paine chose to add the DNV designed CSO/VSO course to the curriculum at the Linthicum Heights, Maryland facility and is launching the first offering this fall. The course, which is accepted by the U.S. Coast Guard and the U.S. Maritime Administration (MarAd) is also being taught at the Simulation, Training, Assessment and Research (STAR) Center in South

Florida. Mr. David W. Greenhouse, who teaches the CSO/VSO course at the STAR Center agrees with Mr. Paine that the expanded course is helpful. "We used to teach a separate Anti Piracy course to satisfy the requirement set by the USCG in MARSEC Directive 104-6," Greenhouse explained. "The new DNV course meets both the (ISPS) requirements for Vessel and Company Security Officers and for the anti-piracy mandate as well."



Above, Mr. David Greenhouse consults with a student at the STAR Center. Right, he holds an ersatz bomb, used when training VSOs to search for threats aboard ship.



Mr. Greenhouse brings in outside lecturers to augment staff instructors and in the course taught in August, that input came from the head of a company that provides armed counter piracy teams to vessels transiting the High Risk Area of the Indian Ocean and the Gulf of Aden. The "been there, done that" presentation added real-life

scenarios to the training which was well received by the students.

Of course, the training continues to focus on maintenance and supervision of the Ship Security Plan, including access control, threat and vulnerability assessments and ensuring that security systems and equipment are in working order and that appropriate crew are trained in their use.

As an increasing number of ships' officers are required to take the security officer course, it's good that the more comprehensive schooling is now being offered. Threats to commercial vessels and their crews increase daily and the capabilities of CSOs and VSOs must keep track with the increasing threat. This new and expanded security training will be a great aid to seafarers in ensuring that they are well prepared to meet the asymmetrical threats that now lie in wait now only in poorly secured ports terminals and anchorages but on the high seas as well. ☆

Will Watson is a member of the Council of American Master Mariners and is also President of AdvanFort and its sister company, Seaman Guard, which provide counter-piracy protection for commercial vessels as well as other security related services.

Will Watson joins AdvanFort as President

Press Release
AdvanFort
August 30, 2012

The AdvanFort Company today announced that maritime professional William Hughes (Will) Watson has joined

the company as president. Will comes to AdvanFort from the Office of the Maritime Administrator of the Republic of the Marshall Islands (RMI) where he has been Deputy Commissioner of Maritime Affairs and Special Agent since 2009. Additionally, Will served as delegate of the RMI to the United Nations Contact Group on Piracy off the Coast of Somalia (CGPCS) and coordinated counter piracy and terrorist activities at International Registries, Inc. (IRI) and Maritime Security Liaison. He will be responsible for the global strategy and continued expansion of AdvanFort as a maritime security leader.

Will continues his responsibilities as Vice President of Government Affairs and Governor with the Maritime Security Council, where he represents the Maritime Industry on the National Council of ISACs (Information Sharing & Analysis Centers). Prior to his time with the Marshall Islands Registry, Will was a maritime journalist, having spent years with Lloyd's Register - Fairplay and later, IHS - Fairplay as Deputy Editor - Americas. Will has appeared on television, radio and been cited in print journals as an expert on the maritime industry in general and maritime security / counter piracy.

"I am honored to have been asked to lead the team of professionals at AdvanFort. Our highly trained and experienced executive, management and operational staff and consultants understand their mission is to protect and safeguard the lives and livelihoods of our clients. Moving forward, we will continue to deliver world-class maritime operations and security solutions that exceed our clients' complex needs," Will Watson said.

Will serves on the Advisory Board of the National Maritime Law Enforcement Academy; the Administrative Board of the Apostleship of the Sea (AOS - USA); the Maritime Working Group steering



committee of the U.S. State Department's Overseas Security Advisory Council (OSAC); and is a member of Oceans Beyond Piracy Working Group. He has lectured at the International Maritime Law Institute, the U.S. Merchant Marine Academy / GMATS and the Maritime Institute of Technology and Graduate Studies. Will is actively involved in the Council of American Master Mariners and the Propeller Club of the U.S. He is an alumnus of the University of South Carolina and veteran of the US Air Force Reserve and the South Carolina Air National Guard.

About AdvanFort

The AdvanFort Company is privately held and headquartered in the

Washington, DC area with offices in London, Dubai, Manila and Tallinn, and soon in Germany, Greece and Japan. AdvanFort provides world-class maritime operations and security solutions as well as government relations consulting. AdvanFort's international consultants work closely with governments, industry and academia on current issues, challenges and opportunities. We help these institutions manage critical resources to promote positive social and economic growth. The firm specializes in maritime security, training, intelligence operations, and information security, with a specialty in providing armed security personnel and fleet assets in high-risk environments. AdvanFort's executive, management and operational teams consist of highly experienced former US and UK military special operators and intelligence community veterans as well as former NATO security professionals. With an expanding fleet of vessels forward deployed to strategic locations around the globe, AdvanFort can ensure that any vessel in need of security and force protection services, regardless of location, can be engaged with one of our vessels without the need to divert from its current transit. AdvanFort's state of the art technology used to monitor client vessels as well as the state of the current pirate / terrorist threat is maintained 24/7 in a global command and control center, operated by a team of former military professionals and intelligence analysts. Our staff is trained to detect and analyze any high risk area where pirates or terrorists may be operating, in order to provide timely alerts to your vessels out at sea. ☆

North American Emission Control Areas (NEACA)



by
Captain Jeff Cowan
#3070-R

On August 1, 2012, the North American Emissions Control Area (NAECA) took effect, mandating the use of 1.0% sulfur Heavy Fuel Oil (HFO) or residual fuel oil for ships within 200 miles of the continent of North America.

California has mandated the use of distillate fuel when ships are within 24 miles of its coastline since July 1, 2009.

Lessons learned from California's experience with the use of distillate fuel may benefit operators as the next phase of NAECA comes into effect, January 01, 2015 when the International Maritime Organization will mandate the use of distillate fuel by ships within 200 miles of the coast of North America. As that time draws near, industry observers have bantered possible manners in which operators will comply.

Since June 2012, several developments have helped the ship operator comply with the August 1 mandate. Foremost, the Environmental Protection Agency (EPA) provided an interpretation of fuel requirements. The EPA stated in guidelines released in June 2012 that the minimum standard for 1.0% sulfur fuel viscosity will be not less than 11 centistokes (cst). This is significant because at the time it was thought ship operators would have a difficult time sourcing the required 1.0% sulfur fuel and have to switch over to low sulfur distillate fuel with its assorted engine compatibility issues — the same issues that California experienced.

California experienced a 300% increase in loss of propulsion incidents

since its distillate fuel (viscosity 1-2 cst) regulation came into effect in 2009. The engines used aboard modern ships over 10,000 gross tons use 3.0% sulfur HFO. This fuel must be heated to flow through the fuel lines because at normal ambient temperature HFO either low sulfur or high sulfur has the consistency of tar. Distillate fuel in contrast does not require the high temperatures, and the thermodynamics of cooling metal, gaskets and seals resulted in leaks, along with filter clogging from engine buildup scrubbing. In addition, the cost savings of using HFO are significant over the use of distillate fuel which is typically around US\$300 more per ton. (Keep in mind before the days of slow speed steaming a typical container ship burned fuel at the rate of 5 to 6 tons per hour!) The 1.0% sulfur HFO must be heated just like the 3.0% HFO so the engine/fuel compatibility issue was solved, at least between 200 to 24 miles off the coast of California.

The EPA recognized there may be supply problems and allowed ship operators, if the required fuel was not available in ports outside the NAECA, to simply notify primarily the EPA and Coast Guard no less than 96 hours before entering the NAECA.

Unlike the fuel switchover required 24 miles off the coast of California which typically took one to two hours, the NAECA must switch over completely

to the 1.0% sulfur fuel before entering the NAECA. The people at Det Norske Veritas (DNV) and Lloyds have calculators for estimating fuel changeover times to remain in compliance. The use of the calculators should suffice for demonstrating compliance with the 1.0% regulation in terms of a timely switchover.

The Bunker Delivery Note (BDN) supplied with the just loaded bunkers will demonstrate compliance with the 1.0% sulfur rule as well. If the overseeing regime (EPA) denotes suspicious fuel switch procedures or supply issues, they may take their own sample. The problem with taking a shipboard sample can be any one of several. The ship has no control with the delivery medium which means the bunker oil delivery lines, bunker barge or ship fuel tanks could have residual amounts of the high sulfur fuel leftover that could increase the sulfur content of the oil sample. The other issue is where should the sample be taken within ship engine room that is safe while providing an accurate sample?

At a meeting held in Tacoma, Washington, to discuss the NAECA on June 26, the Coast Guard advised that the LSFO should meet the International Standard Organization (ISO) 4259 standard. This means the sulfur content could deviate in lab analysis results from .94% to 1.06% sulfur and remain in compliance. Meanwhile the EPA stated low sulfur fuel oil should not exceed the

IMO mandated 1.0% sulfur. This determination by the EPA holds sway over compliance issues. Refinery fuel blenders most probably will take the sulfur percentage to .95% allowing for a 5% margin in lab analysis repeatability.

Sludge burning incinerators: The United States Coast Guard maintains the use of an incinerator to incinerate sludge greater than 1% sulfur content that is generated on board ship is permitted by Reg 16 of MARPOL Annex VI including in the Emission Control Area (ECA). But, the U.S. EPA says Reg 14 only applies to the use of fuel oil, so burning sludge in an incinerator is not regulated under Reg 14, but only under Reg 16. Fuel oil and sludge oil are clearly distinguished within the MARPOL definitions. In the spirit of the Emissions Control Area, the EPA would not recom-

mend that a ship burn sludge oil or other sludge with a sulfur content that might exceed 1% within the ECA. Upon further study a consensus will be reached with a final determination.

In order to achieve the 1.0% sulfur content of the low sulfur fuel oil. Refinery blenders are using low sulfur cutter stocks which tend to have high aluminum (Al) + silicone (Si) levels (cat fines). The issue with increased cat fines is the impact to filters and purifiers. With poor preventative maintenance, debris from the filters and purifiers ends up in the high pressure fuel system causing worn pumps and injectors and adverse piston ring and crown groove wear, equating to more costs for the ship operator.

With California's regulations in effect, the following scenario may unfold

aboard ships trying to comply with IMO and California regulations. At 200 miles out, the ship will use LSFO with the increased metal wearing cat fines but with good fuel viscosity which is more forgiving to worn parts. Then switch 24 miles out from California to the less forgiving distillate fuel and its well documented increased incidence of loss of propulsion (LOP) incidents. California will continue to face the risk of perhaps at an increased rate of LOP incidents that could cause an oil spill due to an allision, collision or grounding. ☆

Captain Jeff Cowan sailed aboard various container ships as Master, capping a 35-year sea-going career. Captain Cowan reported on fuel switchovers and loss of propulsion in Sidelights October 2011 and June 2012.

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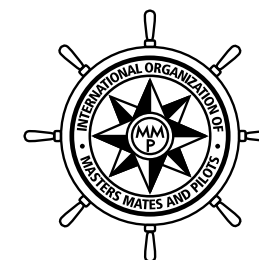


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SOLAS - Changes to Pilot Transfer Arrangements

IMO Resolution 308(88), adopted in December 2010, made changes to the pilot transfer arrangements set out in SOLAS Chapter V/Regulation 23. The amendments are due to enter into force on 1 July 2012.

The revised regulations apply to pilot boarding equipment and arrangements installed on or after the 1 July 2012. In the case

of existing pilot boarding equipment and arrangements replaced on or after 1 July 2012, vessels are required to comply with the new regulatory requirements as far as reasonable and practicable. However, the amendment to Paragraph 6 which prohibits the use of mechanical pilot hoists applies to all vessels from 1 July 2012.

been changed and the revised text states that “...means shall be provided to secure the lower platform of the accommodation ladder to the ship’s side, so as to ensure that the lower end of the accommodation ladder and the lower platform are held firmly against the ship’s side...”

In addition a new self-explanatory sub-paragraph has been

added regarding the use of combination ladders:

3.3.2.1—When a combination arrangement is used for pilot access, means shall be provided to secure the pilot ladder and the man-ropes to the ship’s side at a point of nominally 1.5m above the platform of the accommodation ladder. In the case of a combination arrangement using an accommodation lad-

der with a trapdoor in the bottom platform (i.e. embarkation platform), the pilot ladder and man-ropes shall be rigged through the trapdoor extending above the platform to the height of the handrail.

As referred to above, the text in Paragraph 6 “Mechanical pilot hoists” has been deleted and the revised requirement states that “mechanical pilot hoists shall not be used”. All other references regarding the use of mechanical pilot hoists have been deleted from the regulations.

Previously a minimum diameter of 28mm was specified for man-ropes, but no maximum. Paragraph 7 “Associated equipment” has been amended and now requires pilot ladder man-ropes to be between 28mm and 32mm in diameter.

Paragraph 7.1. also contains further requirements detailing how man-ropes should be secured to the vessel, stating that “man-ropes shall be fixed at the rope end to the ring plate fixed on deck and shall be ready for use when the pilot disembarks, or upon request from the pilot approaching to board (the manropes shall reach the height of the stanchions or bulwarks at the point of access to the deck before terminating at the ring plate on deck)”.

Press Release
West of England
P&I Club
June 13, 2012

Changes to SOLAS Regulation V/23

Three new sub-paragraphs have been added to Paragraph 2 “General” concerning pilot ladder certification, identification and record keeping. Also a clarification as to what is meant by the term “accommodation ladder”:

2.3—A pilot ladder shall be certified by the manufacturer as complying with this regulation or with an international standard acceptable to the Organisation. Ladders shall be inspected in accordance with regulations I/6, 7 and 8.

2.4—All pilot ladders used for pilot transfer shall be clearly identified with tags or other permanent marking so as to enable identification of each appliance for the purposes of survey, inspection and record keeping. A record shall be kept on the ship as to the date the identified ladder is placed into service and any repairs effected.

2.5—Reference in this regulation to an accommodation ladder includes a sloping ladder used as part of the pilot transfer arrangement.

In Paragraph 3 “Transfer arrangements”, sub-paragraph 3.3.2 previously required the lower platform of an accommodation ladder forming part of a combination ladder to rest against the ship’s side. This has now

REQUIRED BOARDING ARRANGEMENTS FOR PILOT

In accordance with SOLAS Regulation V/23 & IMO Resolution A.1045(27)
INTERNATIONAL MARITIME PILOTS' ASSOCIATION

H.Q.S. "Wellington" Temple Stairs, Victoria Embankment, London WC2R 2PN Tel: +44 (0)20 7240 3973 Fax: +44 (0)20 7210 3518 Email: office@impahq.org
This document and all IMO Pilot-related documents are available for download at: <http://www.impahq.org>

Pilot Transfer Arrangement Recommendations

SOLAS Regulation V/23 addresses the statutory pilot transfer arrangements. Recommendations covering the technical detail of pilot transfer arrangements are contained in IMO Resolution A.1045(27) which were adopted in November 2011 and replace IMO Resolution A.889(21).

Many vessels also display a copy of the International Maritime Pilots' Association (IMPA) “Required Boarding Arrangements For Pilot” poster in the wheelhouse. The poster has been revised to reflect the foregoing changes and the latest version may be downloaded from the International Maritime Pilots' Association website: www.impahq.org ☆

NOAA Names Gerd Glang Nation's Hydrographer, Director of Coast Survey



submitted by
CDR Michael Henderson
Navigation Manager
NOAA
#3239-A

Following his promotion on August 14 from captain to rear admiral, Gerd Glang was named as director of the NOAA Office of Coast Survey and the

NOAA's Office of Coast Survey and U.S. national hydrographer. A NOAA Corps officer since 1989, RDML Glang is a professional mariner, specializing in hydrographic surveying and seafloor mapping sciences. RDML Glang served aboard four NOAA ships. On NOAA Ship *RAINIER*, his first experiences in hydrography took him to the largely uncharted coastal waters of Alaska's southwest peninsula. He also served as the executive officer of NOAA Ship *HECK*. RDML Glang was command-

ing officer of NOAA Ship *WHITING* in 1999, when the ship responded to the seafloor search for John F. Kennedy, Jr.'s, downed aircraft. Just three months later, he led the *WHITING* to the first discovery of the seafloor debris fields from Egypt Air Flight 990. From 2008 to 2009, RDML Glang served as commanding officer of NOAA's largest ship, *RONALD H. BROWN*, with oceanographic and atmospheric research operations from the South Pacific to the Atlantic Coast. ☆

nation's chief hydrographer, responsible for mapping and charting of all United States coastal waters. On August 2, the U.S. Senate confirmed his nomination by President Obama to the rank of rear admiral (lower half), now a prerequisite for the position.

Rear Adm. Glang will be responsible for overseeing NOAA's hydrographic services, vital to the nation's \$1.9 trillion maritime economy and supporting President Obama's National Export Initiative. Coast Survey is responsible for surveying and charting America's coastal and territorial waters as well as the Great Lakes, and provides hydrographic data, nautical products, research, and navigational services.

"NOAA's navigational services provide critical support to our nation's maritime economy and position it for future growth," said David Kennedy, NOAA assistant administrator for the National Ocean Service. "As NOAA faces demands for the acquisition and use of hydrographic data for—and beyond—the maritime transportation system, Gerd Glang is the right person, in the right place."

Rear Adm. Glang succeeds Capt. John E. Lowell, who retired in June after a 29-year career in the NOAA Corps, serving the last three years as director of

NOAA Ship *FAIRWEATHER'S* Arctic Reconnaissance Survey

NOAA Ship *FAIRWEATHER* conducted a 30-day survey mission in the Arctic during August. The reconnaissance hydrographic survey checked sparse soundings acquired by early U.S. Coast and Geodetic Survey field parties and data gathered by other agencies along a 1,500 nautical mile coastal corridor. As of the time of this writing, the cruise was planned for a track line from Dutch Harbor, Alaska, to the Canadian border. (Ice pack will ultimately determine if the ship makes it past Barrow.)

"Expected increases of Arctic maritime traffic, putting greater demands on the Arctic maritime system, require accurate and precise navigational data," said Kathryn Ries, deputy director of NOAA's Office of Coast Survey. "The sheer size of the task – the coast length of 921 nautical miles is really 2,191 miles of low tidal shoreline once you figure in the bays and inlets – demands a rigorous process of prioritization for NOAA surveying and charting."

The reconnaissance survey will provide the information needed to deter-

mine NOAA's future charting survey projects in the Arctic. It will also tell the hydrographers whether depth soundings submitted by non-NOAA vessels meet the standards required for depiction on nautical charts.

Some of the small-scale charts in Alaskan waters use soundings from Captain Cook (1770s vintage) or even Vitus Bering (circa 1740). While it is difficult to pinpoint exact sources, some soundings could also come from British Admiralty charts or Russian Empire charts. Coast Survey hydrographic teams have been measuring ocean depths in coastal Alaskan waters since the 1870s, and many of NOAA's Alaskan nautical charts – especially in the Arctic – still rely on those depth measurements, many made with lead lines. Additionally, vast swaths of early Arctic measurement locations were based on celestial positioning.

Coast Survey has made it a priority to update Arctic nautical charts for the fairways, approaches, and ports along the Alaskan coast. ☆

Mapping the changes in ocean surface currents off the Northwest coast



by
Dr. P. Michael Kosro, Ph.D.
NANOOS and CEOAS
Oregon State University
Co-Authors:
Anne C. Dorkins
David Langner

location. Navigators can tell when their vessels are being slowed or dragged off course by ocean currents. But without a "roadmap", it can be difficult to anticipate the currents that will speed or delay their journey, and use them to assist with a voyage.

Since 1997, the Ocean Currents Mapping Lab at Oregon State University has been charting the changing ocean

Navigators can tell when their vessels are being slowed or dragged off course by ocean currents.

surface currents on the Pacific Northwest coast, mainly along the coast of Oregon. Because this information can be helpful to ocean users, we have been making the results of our measurements freely available to the public through the Internet, beginning in 1999, and under NANOOS sponsorship since 2007 (<http://currents.coas.oregonstate.edu>; <http://nvs.nanoos.org>).

Beyond navigation, knowledge of ocean currents is critical for man-over-

Currents in the ocean vary strongly in time and space. Waves, tides, winds, and even regional or seasonal variations in temperature, salinity, and surface height

board response. Reducing the time to locate a man-overboard strongly increases his chances for survival, against the growing risk of hypothermia. Even in fairly warm water (60-70°F), time to exhaustion is 3-12 hours, and time of survival is under two days (http://www.mobilarm.com/page/safety_and_survival.html). For searches that require hours to initiate, knowledge of the currents shrink the search area, in one recent simulation by a factor of two-thirds.

The land-based mapping system uses radio waves, at frequencies between AM and FM radio, to probe the ocean surface and measure the speed of ocean currents oriented directly toward or away-from the site. By combining measurements from adjacent sites, we can resolve the full two-dimensional currents in regions of overlapping measurements. (For details, please see <http://currents.coas.oregonstate.edu/What.html>).

We maintain eleven sites along the coast of the Pacific Northwest (Figure 1), six of which are "long-range" sites operating at 4-5 MHz with a range of 180km (red dots in figure), and five are "standard-range" site operating at 12-14 MHz, with a range of 50km, but with higher spatial resolution (green dots in figure). The receive antennas for all sites are about the same (Figure 2a), but the transmit antennas for the long-range sites (Figure 2b) are 40 feet tall, much higher than for the standard range sites.

Data are collected at each coastal site and returned by internet to a central processing facility at Oregon State

University, where they are monitored, combined, archived, and displayed at the sites mentioned above. In addition, we contribute these data to a national data center, which creates maps for the parts of the entire U.S. coast with surface cur-

Continued on page 22 >>>

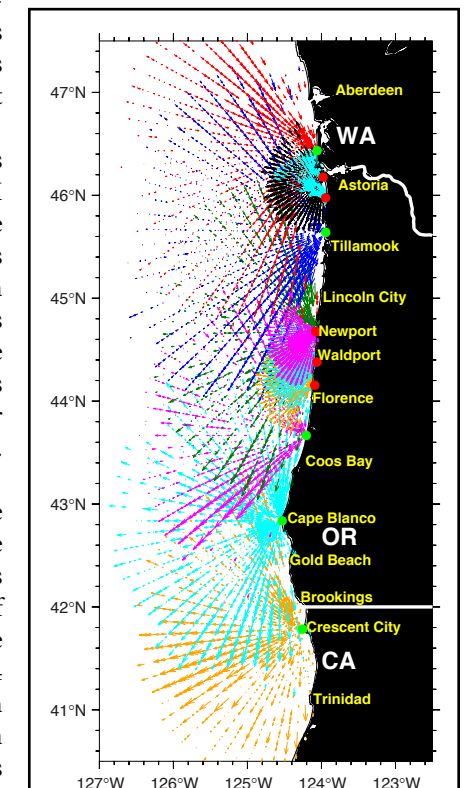


Figure 1: The surface current mapping array in the Pacific Northwest is shown. Red dots show the locations of long-range (150km) stations, and green dots show standard-range (50km) stations. Colored arrows show the measured "radial" currents, toward or away from each site, for one hour.

Currents >>> *Continued from page 21*
rent mapping coverage.

A series of averaged maps, one every other day, shows the dramatic changes in ocean currents from day to day, both in time and in space (Figure 3). The colored arrows are the ocean currents (a rainbow color key indicates current speed; 100 cm/s = 2 knots). Data are available at much higher resolution than shown, but resolution in this map is reduced to help visibility. Wind measurements are shown as black arrows at three buoys (two on 5/15). Winds, initially out of the south, move currents toward the coast and northward along the coast on 5/15. Two days later, on 5/17, the winds have died, and the currents have weakened, and reversing to southward in the north. An eddy can be seen swirling off Heceta Head. On 5/19, the winds have reversed, and the currents are strong toward the south and west, with strongest currents in the north and much weaker currents off Heceta Head. By 5/21, the winds



Figure 2: The antennas for (a) receiving and (b) transmitting radio waves at each site.

are not much stronger, but the currents have increased considerably to the southwest, with very strong currents north of Newport; currents are again much weaker off Cape Perpetua. Finally, by 5/23, the winds have again died, and the currents are much reduced, but

continue to the southwest above Cape Foulweather, while showing a tendency to reverse inshore south of Newport (Kosro, 2005). Looking at a larger area, Figure 4 shows the currents off the Pacific Northwest during a strong wind out of

the north in June 2004. While coastal currents everywhere tended to the south or southwest on this date, four very strong jets formed off Astoria, Newport, Cape Blanco, and Crescent City. In these jets, the currents' speeds exceeded 80 cm/s (1.6 knots), while just 20 nm to the side, currents were smaller by a factor of three. The strong, offshore-tending current jets are repeatedly observed during spring-summer upwelling season.

Supplementing and extending the purely measured currents, ocean circulation models use wind and temperature forecasts, and "assimilate" the surface current mapping measurements and satellite data, to obtain forecasts of ocean currents and temperatures. This effort, also supported in part by NANOOS, is conducted by Alex Kurapov's group at OSU; their maps of predicted currents and temperatures are also available on the NANOOS web site.

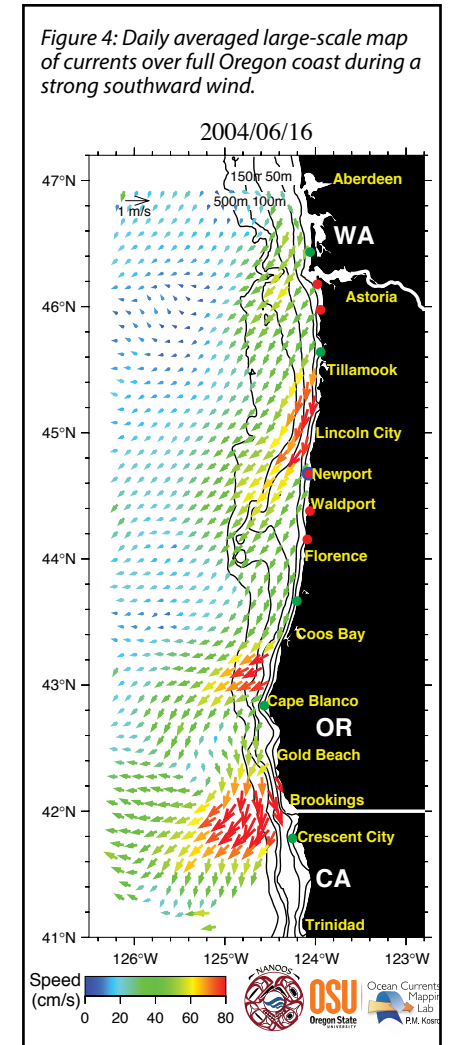
Our future plans, depending on future funding, include extending the array up

the coast of Washington. When accomplished, this will provide a nearly continuous mapping system along the U.S. West Coast, from Mexico to Canada, producing surface current maps for public benefit under IOOS funding. ☆

References:

Kosro, P.M., 2005. "On the spatial structure of coastal circulation off Newport, Oregon, during spring and summer 2001, in a region of varying shelf width", *J. Geophys. Res.*, 110, C10S06, doi:10.1029/2004JC002769.

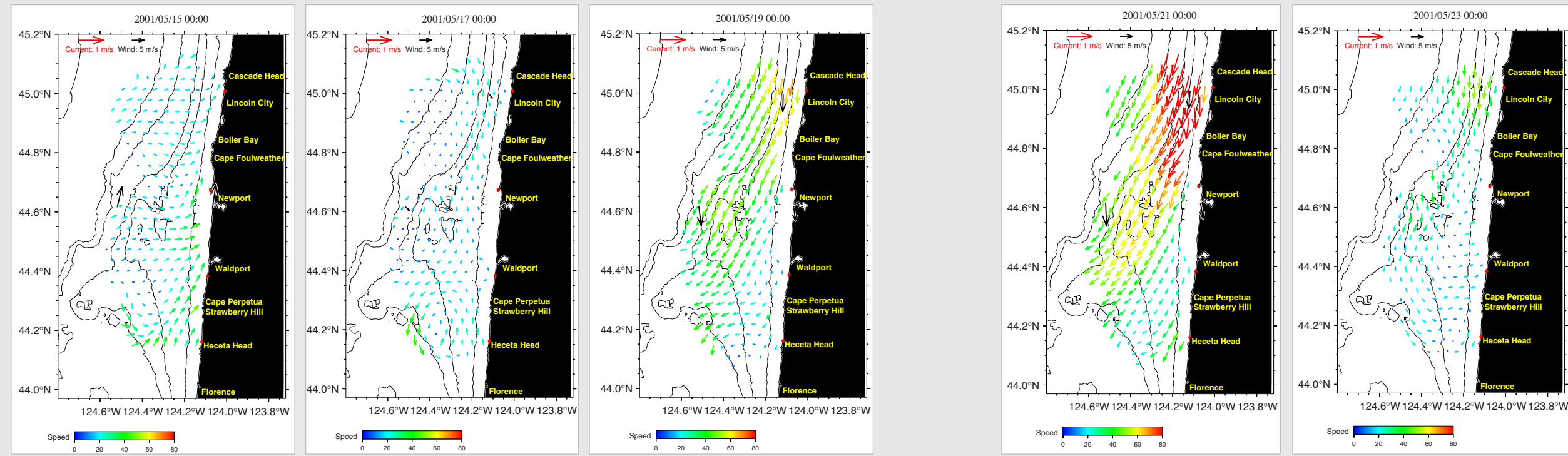
website: www.nanoos.org



Note from Jan Newton, Ph.D.
Executive Director, NANOOS

One very important focus of NANOOS is to deliver data products relevant to maritime operations. We know this topic is of wide interest to the Master Mariner community. This issue, we are pleased to tell you about measurements of surface currents within NANOOS and the U.S. IOOS program. We note that these data are also of high utility to the other NANOOS focus areas of coastal hazards, ecosystem assessment, fisheries, and coastal climate. Surface current mapping for the nation is a priority of the U.S. IOOS program.

Figure 3: Surface currents (colored arrows) and winds (black arrows) averaged over successive 2-day intervals during May 2001 from standard-resolution array over Heceta Bank.



Book Release

World's Largest Maritime Job Board

JOB2SEA has grown to become the world's largest job board for the maritime sector and can, 24/7-360°

establish contact to thousands of competent people with maritime expertise – expertise that

Social media important to both job seekers and recruiters

Job seeking and recruitment has been dominated by only national outlook and many small agents with limited network. JOB2SEA offers advanced tools to both job seekers and recruiters, including push notification features, mobile enabled sites and deep social media integration.

Le Fevre explained: “24/7-360° we can establish contact to thousands of people with maritime expertise. We administer active groups on LinkedIn with more than 25,000 members and we have a close co-

operation with LinkedIn. That alone gives us a unique opportunity to effectively reach out to both active and passive job seekers. And of course we are also operating via Twitter, Facebook, YouTube and Flickr.”

Strategic partnerships with mutual benefit

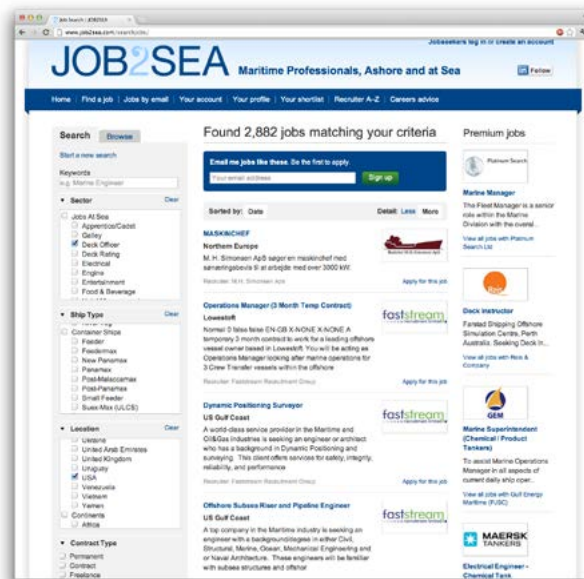
The growth of the portal also points to the support from the big, ambitious maritime cluster in Denmark.

“We could not have reached this point without strong support from the maritime cluster in Denmark. It is ambitious of us to set out to change the traditional recruitment mechanisms in a global industry. It requires not only that management in companies see the need; they must also have the courage to take on new methods to make recruitment a truly global activity. Our active VIP partners featuring on the portal and our national and international partners are immensely important to us. And partnerships last when there is mutual benefit,” said le Fevre.

First at SMM

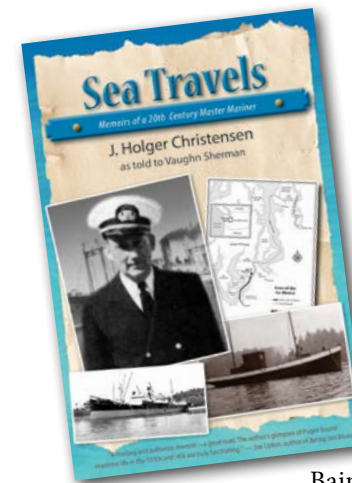
SMM in Hamburg is the world's largest forum for the maritime industry featuring more than 2,000 exhibitors from well over 50 countries and some 50,000 visitors. JOB2SEA is the first job portal to enter SMM. le Fevre ended: “We are the world's largest maritime job portal so of course we must be there – there is a massive potential for companies to sharpen and

revise their recruitment strategy, so that they attract the best competencies around the clock, all week and all around the globe.” ☆



Screen shot of JOB2SEA search engine.

operation with LinkedIn. That alone gives us a unique opportunity to effectively reach out to both active and passive job seekers. And of course we are also operating via Twitter, Facebook, YouTube and Flickr.”



Sea Travels: Memoirs of a 20th Century Master Mariner
The story of J. Holger Christensen as told to Vaughn Sherman

Using seed money earned in Alaska, a Danish couple and their two young boys make their way to Bainbridge Island, Washington; buy a workboat; and establish themselves among the Pacific Northwest's most respected seafarers.

... labor strife

“Things weren't looking too good on the (Seattle) waterfront. It seemed as if the shipping companies were testing union power following the strike of 1934. The soup kitchens went back up, with long lines of sailors forming to get some food, and picket lines were organized.”

... shady crew members

“When we docked at New Orleans there were FBI agents waiting for the German sailor. During the two days they held him there I talked with the marshals, learning that this sailor was a Nazi who had been watched by the FBI for some time.”

... renegade cargo

“One of my sailors came to tell me that something was rolling around and banging inside of one of the barge sections... I called the Navy gunnery officer. He returned white as a sheet, to report that besides a lot of loose canned goods, there were a bunch of hand grenades bouncing around...”

...unusual international relations

“I didn't blame the Russian master personally for the damage, but I had a legitimate claim against his ship owners for the damages to my vessel. The Russian's next step was to try to repair the damages with vodka ... Then they brought in crab meat and caviar. I still refused to renege on my claim. Next a couple of good-looking women were brought into the cabin ...”

... deadly weather

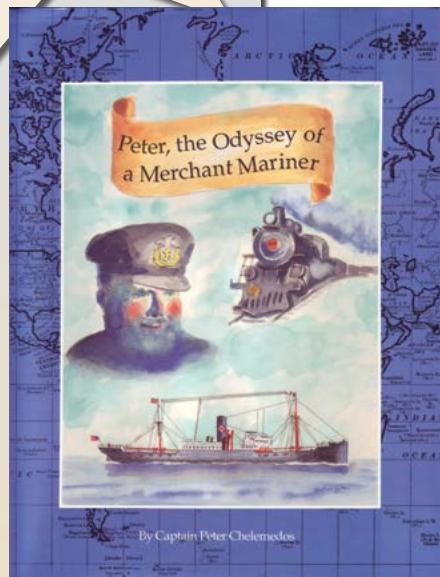
“We took such a beating that the ship was heavily damaged. A lot of rivets had popped out of the forepeak, so many that it looked like a sprinkling can.”

Sea Travels tracks two generations of the Christensen family from Puget Sound's pioneer days, to the Alaskan Gold Rush and onto the world's open oceans. Their saga includes hard times and history — taking President Truman salmon fishing on Puget Sound and LA BLANCA's dynamite-fueled explosion on a Tacoma shore, one of the most dramatic Puget Sound maritime episodes to this day — as well as the high jinks and heroism of rootless and restless men of the sea.

For the sake of his wife, Christensen ends his career as a merchant mariner shortly after World War II. The couple went on to own a hardware store and construction company on Bainbridge, then a hotel in Port Townsend. Toward the end of his life Christensen told his nephew:

“Through all those years since 1947, I've kept current on my master's license... There was always the thought in the back of my mind of someday returning to the sea.” ☆

J. Holger Christensen recorded his life story shortly before he died in 1988, at the request of his nephew, Vaughn Sherman of Edmonds. Sherman transcribed the tapes, giving copies to family, as well as a few local libraries and museums. Nearly 3 decades later, Sherman decided his uncle's tales merit publishing for their unique details of 20th century culture, business, family life, the Great Depression and World Wars.



by Captain
Peter Chelemedos
#1671-R

Peter, the Odyssey of a Merchant Mariner

**Chapter 12: SS CATHLAMET
December 1940 - March 1941**

After walking Kay home from our last long talk over hot chocolate at the Times Square Automat, I returned to my ship at 3:00 a.m. and sailed for a three-month trip along the coast of West Africa.

The SS *CATHLAMET* was a "West" type vessel built for the Shipping Board in 1918. Deck officers and passengers were quartered in the bridge housing forward of the smokestack. The galley and the engineer's quarters were just aft of a small "bunker" hatch also amidships. Crew quarters were aft over the propeller and rudder instead of up in the bow. This was a step up from the old days, as we also had separate rooms for each three-man watch instead of all being in one large foc's'le.

It was pleasant to be at sea again; salt air is so invigorating. The ship was so loaded down that an occasional wave would wash across the deck load of wooden kegs of formic acid. Since we had to pass these kegs on the way to and from our quarters, we all hoped none would break; the odor was bad enough from what little did seep out.

I continued with my navigation practices, getting copies of the sights from the mates and computing our distances and courses run from the propeller revolutions and compass courses steered. We carried twelve passengers on this

ship, mostly missionaries on their way to posts in Africa. The captain always made a great show with his sextant when he took his morning sights, I guess to impress these ladies.

One day when he was going through his act, the chief engineer came on deck and said, "You don't need that fancy instrument to tell us where we are." He proceeded to place a monkey wrench upright on the deck, laid a length of pipe angled over it, and cranked the monkey wrench open until the sun shone through the pipe onto the deck. Then with a folding carpenter's rule he drew from his coveralls pocket, he measured the opening in the jaws of the wrench. He looked at his dollar watch, scribbled some notes on a scrap of paper, and went into his office. A few minutes later, he sent up the ship's position to the captain. It was right on. I think if the captain ever found out it was his ordinary seaman who had fed the position to the chief, he would have thrown him to the sharks.

We made Freetown first, to unload the barrels of formic acid to the little motor ships run by Firestone Rubber Company to its plantations up the river. Then we went around to Monrovia to pick up 200 "crew boys" to handle cargo up and down the coast.

At Accra, we anchored off the beach. One of my watch partners decided to build a raft of empty oil drums, which

he planned to launch and drift ashore. He worked all night lashing drums and dunnage together, and finally tipped it over the stem rail, forgetting to put a line on it. This was fortunate, because he was able to stand on deck and watch it drift out into the South Atlantic instead of toward the beach.

A few days later we were docked at Lagos, Nigeria, behind the Polish ship *BATORY*. The raft builder, one of the able-bodied seamen on my watch, was a Brooklyn Pole. As we drank warm beer with the Polish crew at the canteen on the dock all evening, he had a great time conversing in Polish.

The next morning he was missing. We had the *BATORY* check to make sure he wasn't aboard before it sailed at day-break. A couple days later, we received a radiogram from the port authorities that a body had been found in the harbor.

At Lagos, I also met the apprentices from the British ship *CALUMET*, an Elder Dempster ship, whom I had previously met at the British Apprentices Club in New York. We shared some beer and brought each other up to date on the news of the day.

News of the combined U-boat and air attacks on a Gibraltar-to-Britain convoy (HG-53) in which five ships including the SS BRITANNIC were sunk in one day (February 9) and several others damaged.

much trouble, I went by myself to the movie. It was held in a nightclub on the top floor of the hotel. After the movie, they served beer and played music on a Victrola. One of the songs I remember besides "There'll be bluebirds over the White Cliffs of Dover" was "We'll hang out our washing on the Siegfried Line if the Siegfried Line's still there." (The Siegfried line was the string of German fortifications along the Franco-German border facing the French Maginot line.) Also, the romantic songs of the day- "Alone" and "Stars Fell on Alabama." The conversation all around me was in French or Belgian, neither of which was familiar to me. I was the only member of the ship's crew there, so I had absolutely no one to talk to. By the time the dance was over, I was feeling pretty low.

This was my eighteenth birthday, and here I was on the other side of the world, feeling a bit forlorn. That evening, I put on the required coat and tie. Since no one else on the ship wanted to go to this

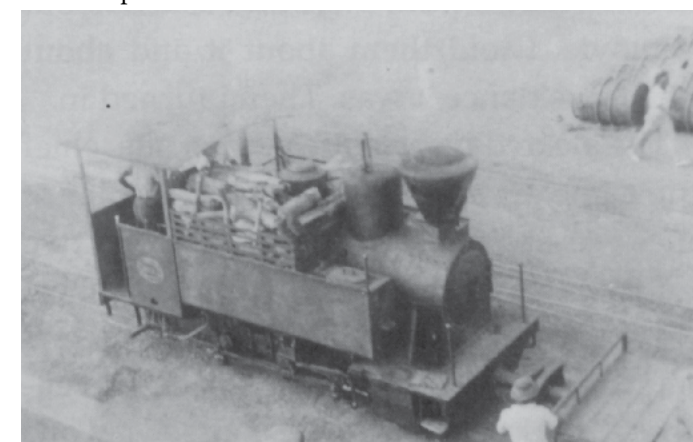
than before. She was from one of the British colonies up the coast. The problem at hand was: Where could we go to sit and talk and not be disturbed? I couldn't take her to the ship

or to the hotel, and I didn't think I should go over to the native village at the edge of town. As if in answer to our wishes, we passed a house with tall weeds in the yard instead of the cultivated gardens of its neighbors. We assumed it was a vacant house and went around back to

ss on the back patio to talk. As an evening like this goes, so it went. After a half hour or so, we decided to spend the night. But not knowing Africa and not wanting to sleep on the ground because of possible insects or whatever, we decided to try the upstairs back verandah. This was reached by a climbing the embankment and crossing a little bridge. She went up to check that we were not intruding on anyone and assured me it was empty. I picked up my clothes and her skirt and came up onto the balcony. The full moon was on our side of the house and put us in full silhouette from the house. When I hung my clothes over the railing, a couple of francs dropped to the concrete below in a ringing bounce. The girl went down under the porch to look for them, and I spotted a flashlight coming through the house toward the window I stood beside. The flashlight was stuck through the bars over the window and shone over me as I stood against the wall about seven feet away. Whoever it was couldn't get a good look at me, for the bars prevented him from sticking his head out. He gave what I took to be a short laugh at my



SS CATHLAMET, Brooklyn, December 1940.



Narrow gauge wood-burning locomotive, Matadi, Belgian Congo, February 1941.

I started down the lonely moonlit road to the docks when somewhere out of the night came a feminine voice: "Hi, Yank, where are you going?" In English! I found myself walking on down the road while the rest of the town was asleep with a dark damsel on my arm, and a lighter heart

Continued on next page >>>

Nis Randers

Otto Ernst (1862 - 1925)

*Thunder and howling, a surf-roaring night;
lightning affords but an instant of sight-
a scream through the tempest!*

*And when the skies burn, you can see it quite clear:
a ship hit a sandbar and now it is near
the brink of destruction!*

*Nis Randers squints hard and looks out to the sea:
"There's a man on the mast and he can't get free!
We've seconds to save him!"*

*His mother grabs hold: "You're not going out there!
You're all I have left now. Please, don't even dare!
I beg you, as mother!"*

*"The sea's claimed your father and kin, one by one,
more than three years missing is Huey, my son,
my Huey, my Huey!"*

*Nis tries to break free, but she will not let go;
he points to the shipwreck and says calm and slow:
"He, too, has a mother."*

*Then he leaps to the boat, and with him six more,
all of true Friesian* blood. Each one mans his oar,
they smash through the breakers!*

*The boat hits a crest, then it falls out of sight!
It turns and it twists in a duel of fright;
it can't last much longer!*

*The sea's like wild horses that foam and that rear,
like man-eating dragons that strike every fear;
all snorting destruction!*

*Each wave leaps the other in violent clash!
They writhe and they froth to the thunder's great crash!
Where are they? WHERE ARE THEY?!--*

*Three strikes of lightning!!! The bolts just soar!
What's that--A boat that's headed for shore!
It's them . . . and they're coming!*

*All eyes are strained toward the rescue band . . .
Hugh!-- Is someone shouting?-- Yes, through cupped hand
"Tell mother,-- it's Huey!"*

--Translated and adapted into English by Peter G. Czerny

Peter >>>Continued from page 27

shirt-tailed figure and pulled the flashlight back in.

I spent the next few seconds thinking up an excuse for my presence there, but found I didn't need one. I heard footsteps in the room, and waited for him to come to the verandah door to ask my explanation. Instead he went through the house to the front and started yelling, "Gendarmes! Gendarmes! Complain! Complain!"

I, of course, didn't wait for him to complain too much, but picked up our clothes and made fast time over the bridge and up the hill. I stopped a block or so away and dressed, and the girl caught up with me and did likewise. We separated. A blown promise of a romantic evening.

As I walked on down the hill to the ship, I passed a man on the corner who was yelling, "Gendarmes! Gendarmes! Complain! Complain!"

As I passed him, I said, "Bon soir, monsieur."

He replied, "Bon soir."

So I stopped worrying and went aboard. When I went up the gangway, the second and third mates were there and asked about the movie. I told them about it and about what a fine dance it was. Then I turned in. The next day at coffee time, the chief mate came aft and told us that the chief of police was aboard with a complaint that two men from this ship, a tall one and a short one, were wanted for trying to break into a white man's house uptown about eleven-thirty the night before. Of course, no one knew a thing about it and I certainly didn't, for such a thing had been furthest from my mind. We sailed in a few days, and the mystery was never cleared up until, just before we arrived at New York, I told the captain about the evening at Matadi. He said, "Those people were so aroused that they were ready to put anyone in prison for twenty years."

A week later I was spending the night in a tree house in the jungles up the river from Douala, French Cameroons. I spent the days wandering along the jungle trails and swimming and fishing from a dugout canoe with various members of a family I met when walking ashore while waiting for the cargo of mahogany logs to be loaded aboard the ship. By the time loading was finished, I was ready to go.

I never have returned to West Africa. ☆

Master's report on USA - Western Asia Trade Route through High Risk Waters

by Captain
Kevin Coulombe
SPNW Sea-Going VP
#3221-R

WYOMING. The ship is engaged in the USA - Western Asia trade route which has come to dominate U.S. flag shipping since the terrorist attacks of 9/11/01. The route enables the support of the U.S. Department of Defense in the Persian Gulf while connecting the Asian manufacturing and intermodal centers to the United States.

The highlights of this route are its long sea passages, Newark, New Jersey to Jebel Ali, UAE: transit of the Suez Canal and the transit of the pirate high risk waters (HRW) which define the lower Red Sea, Gulf of Aden, Gulf of Oman, Arabian Sea and the northern sector of the Indian Ocean. Ports of Call in the U.S. are Newark, Charleston, Norfolk and Newark. Ports of call in Western Asia include the UAE, Pakistan, India and Oman. The service duration is approximately 50 days.

I made two trips this dispatch, approximately 110 days which is a little on the long side for me. The scheduled 50 day round-trip is a little on the short side for a regular rotation but sometimes I would elect to take a leave of absence to attend important family or professional dates. This time we had a shipyard scheduled in between voyages and I felt it a professional obligation to see it through,

I sailed as Master for the U.S.-flag carrier Maersk Line Limited, Inc. aboard the MV MAERSK

particularly since my alternate, Captain William Dutour, had commanded the last shipyard. This shipyard was unique as it was primarily intended for the application of new bottom paint, an evolution referred to as a Hull Performance yard. No other work was slated for the yard except some critical engine room issues. Everything outside the engine room and above the boot top would have to wait until the 5 year yard period two years in the future.

In summary the two voyages and yard period came off quite successfully. Most importantly no regulatory reportable accidents or injuries occurred. With one exception the crew of both voyages and shipyard joined and separated in good health and in full pay. The sole exception was one crewman who was discharged for a physical disability following the shipyard. As the ship was about to resume its voyage through western Asian and India his relief would not be available until the last Port of Call in Oman, the crewing logistics in Pakistan and India are either too dangerous or bureaucratic.

The canal transits, four in all, came off quite routine and in some cases surprisingly expedient.

Our second southbound transit was facilitated by a smaller than usual northbound convoy which put us in the Gulf of Suez nearly 10 hours early, a welcome change of pace. While Egypt may be in the throes of political turmoil it seems to have had a moderating effect on the Canal; there is more emphasis on getting the ships in and out and less bureaucrat-

ic machinations. The bureaucracy does persist in India. For a nation laying claim to leading industrial status they still remain mired in mindless entry and exit clearances, mostly to garner the eagerly sought "compliment" of cigarettes and alcohol. This can go on for hours after a berthing and can be repeated. In one port I no sooner finished with one customs group when another customs group known as the black gang showed up only to repeat the routine. I will confess that exhausted my supply of patience and I refused them any compliments thinking it was time to go home anyway. To my surprise they took it in good grace and left without any further action. Mumbai continues with its practice of embarking the pilot at the port roads. I find this a remarkably appalling practice. It's akin to the Sandy Hook pilot boarding at the Verrazanno bridge or the LA/Long Beach pilot at the breakwater.

The pirate HRW areas proved to be quiet both trips. In fact I believe there were remarkably few incidents for the entire quarter, indicative maybe, of the effectiveness of anti-piracy measures in place. I do carry a security team and they were mildly disappointed.

Navigation proved to be relatively incident free. There was one instance of a round turn in the western approaches to the Straits of Gibraltar, a consequence of an incomplete interpretation of COLREGS. And I had to order up a full astern bell once or twice during a berthing evolution but I am pleased to report they garnered only a near miss report. ☆

Aircraft Carrier Command



by
Captain Pete Booth
#3033-R

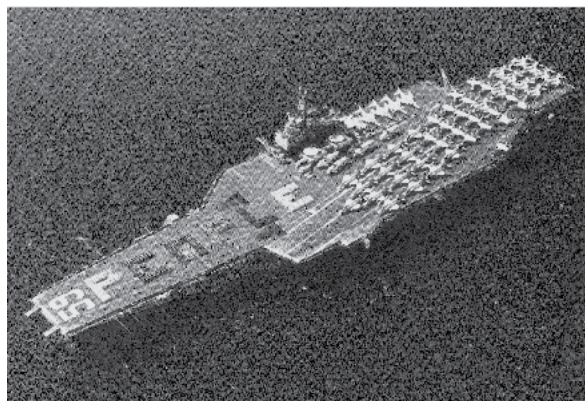
To those hundreds of U.S. Navy aircraft carrier commanding officers spanning eight decades, who have stepped up to the plate of tough duty, sustained inspirational leadership and personal sacrifice, families left behind on the home front included. And too, to the hundreds of thousands of good Americans who likewise toiled 24/7 on wind-swept flight decks, torrid engine rooms and cramped quarters for long months on end. These carrier commanding officers, in hot war and cold, were successful and won the fights in the far-off oceans and seas of the world. Most all were superb stewards of the enormous responsibility entrusted to them by their countrymen.

So goes the foreword to a book I recently published on the subject of commanding one of our few aircraft carriers. Back in WWII, our nation had over one hundred carriers; today we have eleven and will go down to ten in a year or so. But, and a big but, the carriers of today are all nuclear powered, have an enormously potent mix of around 80 aircraft, can go two decades without refueling and have a far greater capacity for jet fuel and ordnance. Compared to my days in the late '70s commanding the *USS FORRESTAL* wherein we had about fifteen operational carriers, the carriers of today are orders of magnitude more combat capable. As a general statement, the overwhelming majority of our carrier skippers over the decades have been, in hot war and cold, most successful stewards while in command.

The carrier commanding officer of today, as in decades past, has enormous responsibility and two overarching imperatives: The combat readiness of his ship and crew to fight the war at sea and win and concomitantly, to ensure the safety of his ship and crew. With only eight carriers ready for sea at any one time (assuming one in major

maintenance and one in a multi-year refueling and update), failure to achieve both of these criteria for his irreplaceable \$10B national asset is unacceptable.

The typical carrier CO of today is a Naval Aviator who has excelled in the tough arena of carrier aviation, has been one of the top carrier-based squadron commanding officers out of seven squadrons, who has succeeded in the academically demanding one year of



USS FORRESTAL circa 1977.

nuclear power training, who has gone on to 18 months as a carrier executive officer, who has competed for and had command of a major deep draft supply or amphibious ship and finally, has competed with several others for the top spot of aircraft carrier command. When

he steps onto the bridge as CO, he will have had anywhere from 22 to 25 years of Navy service.

A typical 24-hour regimen for a deployed carrier will take many branches. 12 to 15 hours of flight operations is normal. About once per week will spend three to four hours alongside a supply ship (almost all provisions are taken aboard while at sea and very little in port), ammunition ship every five days if engaged in combat ops and a jet fuel ship every four days or so. Days off or straight and level steaming from point A to point B are few and far between. For flight ops, heavy traffic and alongside operations, the captain is almost always on the bridge.

Organizationally, the ship is run by department heads, most all commanders, such as reactor, engineering, air, dental, navigation, medical, supply, operations and so on. All report to the ship's

captain via the executive officer, who, in most cases is in training for the CO slot. The ship is indeed a small city. Back in my day on *FORRESTAL* for example, the chief engineer had 600 men to man the eight boilers, four engine rooms, all the

Continued on next page >>>

From Age 6 to 90



by
Captain Jackson Davis
#1644-R

I was thinking back through my lifetime in regards from the very early passenger airplanes to the latest developments.

How the world of man made things has changed in only eighty-four years. As a

child in West Seattle, I remember often seeing early airplanes from Boeing circling over Seattle with two seats out in plain sight. We wondered if they would ever get big enough to carry something as big as the kitchen stove. Now they carry Army tanks. I witnessed the first true passenger Boeing airplane loading passengers plus registered nurses. At the time, no one was sure the effects flying would have on the average passenger. Now they crowd hundreds on board.

Back then, communication was with radio only. Shipping was from small ships that would tie up to piers along what is now Alaskan Way, which was formerly called Rail Road Avenue because almost every pier had a railroad spur out on it.

Carrier Command >>>Continued from page 30

auxiliaries and so on. The carrier's captain is responsible for all that goes on board his command; he is also accountable should things go awry. In more recent years the one major change organizationally, has been that the air wing commander (in charge of all seven squadrons) now reports to an on board flag officer vice the ship's CO.

One note of interest to the civilian mariner regarding the experience level of the typical carrier's bridge: To begin with, there are a large number of officers and sailors, perhaps around fifteen including helmsmen, quartermasters, deck officers, lookouts and so on; more for special evolutions such as entering port, alongside, etc. The OODs are assisted by a separate

I used to hang out on the waterfront as a young boy. Occasionally a ship that hauled grain would tie up there and its crew would head for the dog pound to get cats. If a cat lasted more than one trip it had to be a very tough cat fighting rats in the holds.

Steam schooners that hauled lumber to California were small ships that could go into any small harbor to pick up lumber. In Port Orford, Oregon, for example, the schooner would anchor out and the lumber would come by high line from the cliffs. The crew did all the loading and off loading stowing lumber in the holds by hand. The skippers sailed along the shore line in the fog using the Barking Dog and Pike Pole navigation. They had learned to recognize the location of the various farmers' dogs. The Pike Poles were long enough to be used instead of lead lines. There are some very good books written about steam schooners.

Crank telephones were replaced by

dial phones. Party lines could be a problem when other members on the line got snoopy and listened in when you had a call to answer to. Now cell phones have taken over.

Cars we all know about. Electric cars were around about 1926. They looked like fancy horse-drawn buggies. Henry Ford wiped them out with the Model T.

Cargo ships carried a fairly large crew. Ships have gotten bigger while crews got smaller. Then container ships took over the cargo trade.

The USA is now sending space vehicles around the world unmanned. Will shipping reach a point where ships will be unmanned and computer-guided between ports? Will a clever person with mouse divert the ship? Cyber war. Someone with mouse recently caused trouble with Iran's nuclear program. Could one clever person with mouse shut down a nation's military?

Welcome to the future. ☆

combat center abaft the bridge and by the combat information center amidships below the flight deck. Secondly, the experience level compared to a merchant is low. Many young officers aspire to become qualified fleet officers of the deck; he will be one of a dozen or so young officers aspiring to become OODs. The navigator, a commander, is an aviator most likely on his first ship non-flying tour. And finally, a carrier can sometimes appear to be unpredictable. The AIS or your radar may indeed give his present course and speed, but in a heartbeat, when the 'now' evolution is complete, the ship may bend on 30-plus knots and change course 140 degrees. Best advice: when possible, give the operating carrier a wide berth, particularly when engaged in flight or alongside operations. ☆

IFSMA News



by
Captain John Dickie
Secretary-General
IFSMA

Last time we spoke it was about becoming the Secretary General of IFSMA. Having been in post for the last two and a half months has been a whirlwind; enjoyable and demanding at the same time. The more I learn the less I know as the history unfolds for me. The USA is a country that I have visited many times over my 42 years in shipping and every visit has revealed to me more of the American way of life and not just in respect of shipping.

The hospitality has always been great and I assure you that I am working on a way to visit you and meet the membership. I find that by engaging the membership at a grass roots level you can always get a real feel for what is going on and the issues that matter. Of course, it also puts me in the firing line but that goes with the job and I look forward to it.

I have a vision of moving the membership closer together where information exchange and discussion is commonplace, where we learn from each other and share knowledge and experience.

Since assuming my role in IFSMA I have been busy with the other two members of the Secretariat in reviewing the whole operation and function that we provide to the global network. We are on phase 1 and this will be completed by the end of the year; it has involved a major review of the office and the files and contents. Part of this has been to identify the removal of certain items of furniture

so that there is more space and so when members visit London they will come and visit the office to share a coffee with us and have a chat. Also, we intend to offer assistance to members who come to the UK, and London in particular, with support and assistance as necessary. The role that IFSMA plays in the maritime community is changing, and part of my remit is to ensure that the profile is raised to a higher level. This is being achieved by speaking at conferences and being part of committees, working groups and ensuring that the voice of IFSMA is heard wherever it is present.

All too often IFSMA members attend such events and the opportunity to report what they have witnessed is lost. Therefore I ask all members to make a short report on any event they attend. And, should they wish, they can act as a representative of IFSMA at events? As long as we know in advance, and that the person in question is aware of the IFSMA stance on particular issues.

There are events coming up that I will attend and report back to you on the

progress made and what is being done. IFSMA is not the Secretariat or the Executive Council, but the membership; we who hold office are there to support and assist the membership and take a stance on certain issues, like criminalization of the seafarer; abandonment; piracy and other important issues within the industry.

This article will continue for each issue and will reflect the feedback received. I would also like to take this opportunity to thank Captain Tom Bradley for giving me the opportunity to communicate with you. It is important that I always remember the quote from Winston Churchill which said "Britain and America are two countries separated by the same language." I say no more, but will always remember the content. 🌐

For more information about involvement with IFSMA, please contact Captain Jerry Benyo (#773-L), IFSMA VP and CAMM's representative at captbenyo@mastermariner.org or contact the IFSMA Secretariat at hq@ifsma.org.



2012 IFSMA Annual Review

36 pages include:

- Welcome from Captain Christer Lindvall, IFSMA President;
- Secretary-General's Report;
- IFSMA involvements and accomplishments made in the industry;
- Papers/Presentations from speakers at the 38th AGA.

pdf download available online at
www.ifsma.org

IFSMA 38th Annual General Assembly Resolutions

Editor's Note—All resolutions begin with the phrase "The delegates of the 38th IFSMA Annual General Assembly held in Copenhagen on 14 and 15 June:" omitted for space constraints.

Further Development of SMCP Res. 1/2012

Noted with concern the present situation regarding the communication between the shipmaster, the tugmaster and the marine pilot in manoeuvring the ship under tug assistance;

Noted further that the resulting lack of shared information might endanger the success of the manoeuvre and hence the safety of the ship, persons onboard and the marine environment;

Request the IFSMA takes the initiative — together with IMPA, ITA and G.A.M.E. — to consider developing a set of related standard phrases and subsequently to forward the results to IMO for possible inclusion as Part A4 into the existing IMO Standard Marine Communication Phrases (SMCP).

Safety of Passenger Vessels Res. 2/2012

Noted with great concern recent maritime incidents involving passenger ships;

Noted further that there are a number

of key issues associated with the safety of passenger ships;

Request that the IFSMA Executive Council ensures that the IFSMA policy appropriately reflects the following subject areas related to the safety of passenger ships:

- 1) Adequate manning of bridge and engine room, including at least two watch-keeping officers on duty both on the bridge and in the engine room at all times while the ship is at sea;
- 2) Increased team resource management training and the adoption of a 'Just Culture' and the 'Fair Treatment' principals;
- 3) Existing standards of stability and watertight integrity to be improved including increased longitudinal subdivision and cross flooding so as to reduce risk of capsize and as far as possible to ensure a ship settles on an even keel without any list until the evacuation is completed;
- 4) More stringent use of non-combustible materials and improved regulatory measures;
- 5) Encouragement of research into existing and new power and propulsion systems as to ensure that no single failure results in loss of power;
- 6) Increased capacity in Life Saving

Appliances including a lifeboat seat for all onboard;

- 7) Encouragement of research into innovative systems for abandonment and the adequacy of exiting evacuation and equipment;
- 8) Introduction of compulsory intact and damage stability calculators onboard ship;
- 9) Introduction of appropriate additional and refresher training requirements for the existing crisis management training for all personnel onboard passenger ships;
- 10) Passengers should be provided with emergency instructions prior to or immediately after departure.

Criminalization of Shipmasters Res. 3/2012

Noted with great concern that the tendency to criminalize shipmasters and other seafarers is still an ongoing issue;

Noted further the work conducted by Seafarers Rights International (SRI) in its attempts to advance the legal protection of seafarers;

Welcomed once again the initiative taken by IFSMA in providing *MasterMarinerProtect*, a Defence and Legal Cost Benefit Scheme, to the mem-

Continued on next page >>>



Delegates at the 38th IFSMA Annual General Assembly in Copenhagen. CAMM's representative, Captain Jerry Benyo, is 5th from the left, back row.

Resolutions>>>Continued from page 33
bers, ensuring that Masters facing potential criminalization have proper legal advice immediately at hand;

Request that the IFSMA Executive Council continues in the further development of the good relationship with Seafarers Rights International (SRI) for the benefit of all seafarers but in particular for shipmasters who may face criminalization.

Cross Mentoring Res. 4/2012

Noted with great interest the successful introduction of Cross Mentoring as a tool for developing the potential of young executives;

Discussed the possibilities how to import and implement this successful approach to the human resource development of young shipmasters;

Request that the IFSMA Executive Council with the assistance of subject matter experts explore the framework needed for a successful introduction of Cross Mentoring into the shipping industry.

Victims of Piracy Res. 5/2012

Discussed in great depth the subject of piracy on the high seas and its effects on and consequences for the victims of piracy;

Concluded that piracy must also be fought effectively on shore and emphasis should not only be on fighting piracy at sea;

Request that the social partners in the international shipping industry should set up and launch "Victims of Piracy Fund" contributed to by shipping companies and administered for assistance of seafarers and their families who have become victims of maritime piracy. The contribution formula to be discussed and decided. The Fund to be administered by a board of trustees having at least one representative from IFSMA.

Coping with Capture

Res. 6/2012

Noted with great interest the recent

release of "Coping with Capture" a hostage handbook on Somali pirates by the Danish Maritime Officers in cooperation with Citadel Solutions;

Recognized the right for crews to be well prepared for possible attacks and capture by Somali pirates. Good preparation is a prerequisite for the seafarers to survive a hostage situation with as little physical and psychological damage as possible;

States that the hostage handbook "Coping with Capture" is a good and very important tool in the preparation of seafarers before entering pirate infested waters;

Encourages shipping companies to provide an adequate number of copies on the handbook on each ship.

Fatigue Res. 7/2012

Noted with great concern the findings of the recently conducted European research project "Horizon";

Noted further the recommendations made by the "Horizon" project;

Request that the Executive Council ensures that the IFSMA policy appropriately reflects the recommendation resulting from the findings of the European research project "Horizon" as stated in the research report of the project (Project Horizon – a wake-up call).

MLC 2006 Res. 8/2012

Noted that on 12 June 2012 the Government of Sweden has notified the International Labour Organization (ILO) that Sweden has ratified the Maritime Labour Convention (MLC 2006);

Noted that Sweden was the 28th MLC Member State to ratify MLC 2006;

Urge all Flag States that have not yet ratified the MLC 2006 to take all necessary steps to ensure the prompt ratification of MLC 2006 without any further delay.

Navigation Bridge Visibility

Res. 9/2012

Noted with very great concern the recently proposed changes to Regulation

22 of Chapter V of the SOLAS Convention;

Noted further the dangerous consequences these proposed changes would have on safe navigation of the ship;

Request that IFSMA becomes a co-sponsor of a proposal by Germany with the aim to stop this safety reducing exemption.

Green House Gas

Programmes Res. 10/2012

Noted with great interest the recent and ongoing "Lean Shipping Initiative;"

Noted further that it is intended to set up at MEPC 64 a steering committee on an impact assessment of green house gas programmes;

Request that IFSMA actively takes part in the deliberations of the aforementioned steering committee.

Mass Rescue Res. 11/2012

Noted the outcome of the 2nd World Conference on Mass Rescue organised by the International Maritime Rescue Federation (IMRF) held 3 to 5 June 2012 in Gothenberg, Sweden;

Noted also the statement release by IMRF at the end of the conference;

Endorsed the contents of the statement made by IMRF.

Lean Ship of the Future

Res. 12/2012

Noted the outcome of the Workshop on "Lean Ship of the Future" organized by the Danish Maritime Officers held in Copenhagen in conjunction with this Annual General Assembly;

Noted also the resume of the workshop;

Endorsed the contents of the workshop resume;

Request that the IFSMA Executive Council ensures that the IFSMA policy appropriately reflects with conclusions and recommendations outlined in the workshop resume. 🌐

IFSMA at Environmental Conference Rio+20

Report by
Captain Jones Soares

IFSMA representative present.

At this event, with multiple participants from the World Maritime Community, IMO explained how international shipping contributes significantly to the three pillars of sustainable development, the eradication of poverty and the widespread development of green growth. It also presented IMO's vision of a framework for Sustainable

Maritime Development.

the biggest IMO at Rio+20 highlighted the huge contribution already being made by shipping towards greater sustainability.

held and promoted by the United Nations, IMO held an important event named IMO at Rio + 20, on 20th June 2012, with an

IMO at Rio + 20, on 20th June 2012, with an IFSMA representative present. At this event, with multiple participants from the World Maritime Community, IMO explained how international shipping contributes significantly to the three pillars of sustainable development, the eradication of poverty and the widespread development of green growth. It also presented IMO's vision of a framework for Sustainable

Maritime Development: Shipping as a key contributing factor to green growth, presented by Mr. David Tongue, Director, Regulatory Affairs, International Chamber of Shipping (ICS).
• Green jobs in the maritime sector (social aspects of Sustainable Maritime Development), presented by Mr. Antonio Fritz, Latin America Caribbean Regional Secretary, International Transport Workers' Federation (ITF).

• R&D towards designing greener ships for sustainable maritime transport, presented by Mr. Lars R. Pedersen, Deputy Secretary-General, The Baltic and International Maritime Council (BIMCO).

At the end of the event a panel discussion with questions from the audience was held.

The IFSMA representative at this event, Captain Jones Soares, spoke to IMO Secretary General, Mr. Koji Sekimizu, in the panel discussion, about IFSMA Resolution 10 (AGA 38), Assessment of Green House Gas Programmes, and the request of IFSMA to actively take part in the deliberation of the steering committee during MEPC 64. 🌐



Amendments coming into effect:

December 2010 amendments Entry into force: 1 July 2012

Amendments to SOLAS to make mandatory the International Code for the Application of Fire Test Procedures (2010 FTP Code).

The 2010 FTP Code provides the international requirements for laboratory testing, type-approval and fire test procedures for products referenced under SOLAS chapter II-2. It comprehensively revises and updates the current Code, adopted by the MSC in 1996.

Other amendments entering into force:

- Amendments to SOLAS regulation V/18 to require annual testing of automatic identification systems (AIS);
- Amendments to SOLAS regulation V/23 on pilot transfer arrangements, to update and to improve safety aspects for pilot transfer.
- Amendments to safety certificates in the SOLAS appendix and SOLAS Protocol of 1988, relating to references to alternative design and arrangements.

May 2011 Amendments Entry into force: 1 January 2013

A new paragraph 5 of SOLAS regulation III/1 is added to require lifeboat on-load release mechanisms not complying with new International Life-Saving Appliances (LSA) Code requirements to be replaced no later than the first scheduled dry-docking of the ship after 1 July 2014 but, in any case, not later than 1 July 2019.

The SOLAS amendment is intended to establish new, stricter, safety standards for lifeboat release and retrieval systems, aimed at preventing accidents during lifeboat launching, and will require the assessment and possible replacement of a large number of lifeboat release hooks. (Also related — Guidelines for evaluation of and replacement of lifeboat release and retrieval systems and related amendments to the LSA Code and associated amendments to the Revised recommendation on testing of life-saving appliances (resolution MSC.81(70)).)

WORLD MARITIME DAY 2012

IMO
100 YEARS AFTER THE
TITANIC



Message from
Koji Sekimizu
Secretary-General
IMO

On 14 April 1912, the White Star liner *TITANIC* was transformed in a few short hours from the world's most celebrated ship into a name forever

co-operation, issues that affect the overall efficiency of shipping and maritime security, including piracy and armed robbery against ships.

The direct output of IMO's regulatory work is a comprehensive body of international conventions, supported by literally hundreds of guidelines and recommendations that, between them, govern just about every facet of the shipping industry – from the drawing board to the scrap yard. The most important result of all this is that shipping today is safer, cleaner, more efficient and more secure than at any time in the past.

But each new generation of vessels brings fresh challenges and, regretta-

Without safety, the industry will not survive, let alone sustain its growth... real safety does not result simply as a consequence of regulation-compliance.

associated with disaster.

Many ships have sunk – too many – but few have had the lasting impact of the seemingly invulnerable *TITANIC*.

The *TITANIC* tragedy prompted the major shipping nations of the world, at that time, to take decisive action to address maritime safety. This led to the adoption, two years later, of the first-ever International Convention on Safety of Life at Sea and, ultimately, to the establishment of IMO itself.

Today, much updated and revised, SOLAS is still the most important international treaty addressing maritime safety. And, as 2012 marks the 100th year since that ill-fated ship foundered, the IMO Council decided that the World Maritime Day theme for this year should be "IMO: One hundred years after the *TITANIC*".

Since its formation, IMO's main task has been to develop and maintain a comprehensive regulatory framework for international shipping. Its mandate was originally limited to safety-related issues, but subsequently this remit has been expanded to embrace environmental protection, legal matters, technical

bly, accidents still occur, reinforcing the need for continual improvement. Our efforts to promote maritime safety, not least of passenger ships, will never stop. We should respond quickly to accidents and we must be proactive.

To this end, we are planning to hold a two-day symposium at IMO Headquarters, in London, in conjunction with IMO's Maritime Safety Committee next June, on the "Future of Ship Safety". The idea is to go beyond the current safety issues under the Committee and rigorously consider the future of maritime safety. The objective is for the discussions to contribute to the future advancement of the Organization's mari-

time safety policy.

What separates the passenger and cruise ship industry from the rest of shipping is the unique nature of its cargo – hundreds and thousands of people. The lives of thousands of people are in the hands of the ship's management, the captain and crew and the operating staff. I therefore hope that this sector, in particular, will take the opportunity to lead the way, because "safety" is its main product – not comfort, entertainment or leisure. Without safety, the industry will not survive, let alone sustain its growth; and real safety does not result simply as a consequence of regulation-compliance.

Some 20 years ago, the International Safety Management Code, adopted by IMO, represented a step-change in the establishment of a safety culture in shipping. The time has now come to generate another step-change. This will not be achieved through legislative measures alone. We must generate a new impetus in shipping to go beyond compliance with regulations and explore industry-wide mechanisms to ensure the safety culture is embedded throughout the entire industry.

So this year, as we look back on that pivotal disaster 100 years ago, I urge IMO Member Governments and the shipping industry as a whole to refresh their determination to improve and enhance the safety of passenger shipping today, and into the future. 🍁

World Maritime Day 2012 will be observed during the week of 24 to 28 September. The 2012 World Maritime Day Parallel Event will be held in Bahrain on 17 and 18 October 2012.



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 John McCann
CMMC National
Master

From the Master's Desk

I look forward to meeting all of the delegates to our Annual Meeting hosted by the Fundy Division in

Saint John, New Brunswick this October. The National Council meeting as well as the AGM will allow us to continue on the good work of our previous administrators who formulated a number of important items for the future such as the strategic plan.

The strategic plan was the cornerstone of the Company trying to renew our mandate and provide a road map to becoming more relevant to the our profession. Imbedded in this plan were initiatives such as the Chair of Views and Positions in association with the divisional views and positions contacts as well as communications opportunities.

In the plan, we also had the opportunity to identify areas where we could improve our marketing and communications capabilities in order to be more identifiable in the industry and to allow for an outreach program to motivate potential new members and as a Company we must continue to build on these key initiatives.

I would ask all of the delegates to review the strategic plan in order to identify areas that we can improve on and to gauge how much progress we have made in the last four years since we approved the plan. I am also hopeful that we will identify a long-term candidate to lead the views and positions committee, as I believe this is a key position to focus the Company on dealing with a myriad of issues facing our profession.

It is important as a Company that all of our members have a voice; therefore I would ask all delegates that are attending the AGM on behalf of their members that they encourage them to add their voice by way of their proxies and that

the national secretary receives these in a timely manner. I would also remind the divisions that they must be prepared to report on their financial position while giving the divisional reports.

Leading up to the AGM I would like to thank the National Executive as well as the Divisional Masters and committee chairs for their great support to me as well as the Company over the last year. I look forward to providing the National Masters report at the AGM, as I believe we continue to make small but important strides.

I know that Fundy Division is working on an exciting program for the AGM and they have put together with our Canadian Marine Law Association partners a legal seminar on Administrative Monetary Policy which will help increase our profile with the marine and legal community. 🍁

Website: www.mastermariners.ca

In Canadian News:

In May, the Canadian Coast Guard announced reorganization plans in Vancouver area Search and Rescue (SAR) with the closure of the Kitsilano Lifeboat Station.

In a press release dated August 25, 2012, the CGC clarified their plans. "The safety of mariners is the top priority of the Canadian Coast Guard and consolidating our Coast Guard presence in the Vancouver area will have no impact on safety," said Minister Ashfield. "A new inshore rescue boat station that will be centrally located in Vancouver, a new hovercraft that will be delivered in 2013 and a more effective use of existing search and rescue resources will make sure the Coast Guard can react appropriately to keep mariners safe."

Captain Tony Toxopeus, CMMC member and former CGC

Captain at the Kitsilano station, disagrees. "...it will result in a great loss of service to the marine communities safety in the Vancouver Harbour and Howe Sound areas. I can tell you without any reservation that the Coast Guard Hovercraft will take much more time to respond to lifesaving duties in Vancouver. The government's estimated 17 nautical miles to Vancouver means that in bad weather, such as strong north-westerly winds which are common in the summer or strong out flows from Howe Sound "Squamish winds", will degrade the Hovercrafts speed and response time".

More information on Vancouver area SAR changes can be found in *From the Bridge*, the CMMC newsletter, also on the CMMC website. 🍁

Shipbuilding



by
Captain A.K. Bansal
Company of Master
Mariners of India
Bar-at-Law

Archaeological evidence indicates that humans arrived in Borneo about 120,000 years ago, probably by sea from Asia-China.

Ancestors of Australian Aborigines and New Guineans also went across the Lombok Strait to Sahul by boat over 50,000 years ago. By sailing his raft Kon Tiki across the Pacific Ocean from South America to Polynesian islands in 1947, Thor Heyerdahl proved that people from South America could have sailed across the Pacific to settle in Polynesia in pre-Columbian times and that there were no technical reasons to prevent them from having done so. It means that early humans found ways to float themselves over waters of the world and wood was their most important find to do so as it floats on water.

Shipbuilding traces its roots to pre recorded history. Early Egyptians knew how to assemble planks of wood into rafts or a ship's hull as early as 3000 B.C. Some of their oldest ships, known as Abydos boats, are constructed of wooden planks "sewn" together with woven straps to lash the planks. Reeds or grass was stuffed between the planks to seal the seams. They also used pitch to caulk the seams and knew how to fasten planks of a ship with mortise and tenon joints. One such ship, which has been discovered, is 75 feet long and dates to 3000 B.C. Another full-size surviving example is 43.6 meters long, found buried near the Great Pyramid of Giza.

Ancient Indians also knew the technique. A wreck of a ship made of teak

wood planks sewn together with coir yarn dipped in fish oil has been found in the ancient port of Lothal on the Gujarat coast and has been carbon dated to 2400 B.C. Shipbuilding and boat making were prosperous industries in ancient India. The world's oldest known tidal dock was built in about 2500 B.C., also at Lothal. Ships from this port city established trade to the East with China and to west with Mesopotamia. Native laborers may have manufactured a flotilla of boats used by Alexander the Great to navigate across the Hydaspes and even the Indus, under Nearchos. Indians also exported teak for shipbuilding to ancient Persia.

Ships of Ancient Egypt's Eighteenth Dynasty were typically about 80 feet long with a square sail on a single mast. These ships could also be oar propelled. Greeks and probably others introduced the use of multiple banks of oars for additional speed. By the middle of the first century B.C., the ancient Chinese built large rectangular barges known as "castle ships." These were essentially floating fortresses complete with multiple decks and guarded ramparts. The stern-mounted rudder was first developed in China in the 1st century, making ships steered with oars redundant in China. In about the twelfth century, northern European ships began to be built with a straight sternpost, enabling the mounting of a rudder on the stern.

Viking long ships were clinker built hulls fastened with leather thongs. Another important ship type was the galley, constructed for both sails and oars. A ship, 90 feet long and 14 feet wide

was found buried with a chieftain in medieval period at Sutton Hoo England. It could hold upwards of thirty men.

The port city of Calicut built many ships in the sixteenth century. The first extant treatise on shipbuilding was written in 1436. It treats three kinds of galleys and two kinds of round ships. Shipbuilding industry in Imperial China reached its zenith during the Sung Dynasty, Yuan Dynasty, and early Ming Dynasty. By end of this period commercial ships reached size and sophistication far exceeding that of contemporary Europe. The junk had existed for centuries, but in this period, large ships based on this design were built. The largest seaports in the world were in China and included Guangzhou, Quanzhou, and Xiamen.

The dhow, baghlah and sambuk, became symbols of successful Islamic maritime trade around Indian Ocean from East Africa to Southeast Asia and ports of Sindh during the Abbasid period. At this time islands spread over vast distances across the Pacific Ocean were being colonized by the Melanesians and Polynesians, who built giant canoes and progressed to great catamarans.

With development of the carrack, the west moved into a new era of building the first regular ocean going vessels. These were of unprecedented size, complexity and cost. Ships are normally constructed in a specialized facility known as shipyards which became large industrial complexes with ships built in them financed by consortia of investors. These considerations led to naval architecture where professional designers

and draughtsmen played an increasingly important role. Adjustments to shapes of sails and hulls, introduction of the wheel, introduction of hardened copper fastenings below the waterline, introduction of copper sheathing as a deterrent to shipworm and fouling followed.

Iron was gradually adopted in wooden hulls needing greater strength and then

Korea's. Its shipyards are highly efficient, slipping a newly-built, \$80 million vessel into the water every four working days. China overtook South Korea during 2008-2010 with new orders for medium and small-sized container ships at cheap prices to pose a challenge.

In modern shipbuilding, entire multi-deck segments of the hull or superstruc-



A panorama of Calicut, on the Malabar coast, shows several types of ships, shipbuilding, net fishing, dinghy traffic and a rugged, sparsely populated interior.

ture are built in prefabricated sections, made watertight to form the hull itself, initially copying wooden construction.

The 'Great Britain' was the first radical new design built entirely of wrought iron in 1843. But problems with fouling due to adherence of weeds and barnacles developed. Cutty Sark was of composite construction with wooden timbers laid over an iron frame. The 'Great Eastern' was the next development. It used longitudinal stringers for strength, inner and outer hulls, and bulkheads to form multiple watertight compartments.

Steel supplanted wrought iron as it became readily available in the latter half of 19th century but wood continued to be favored for decks, and is still the rule for modern cruise ships. Since about 1940, modern ships are built exclusively of welded steel.

Japan lost its leading position to South Korea in 2003. South Korea is the world's largest shipbuilding nation of advanced high-tech cruise liners, super tankers, LNG carriers, drill ships and container ships with a global market share of 37.45% in 2011. Combined output of European shipyards is one-tenth of South

and grant a registration certificate. With that the craft gets a legal personality of her own with right to fly the national flag. Under the Indian Merchant Shipping Act, no sailing ship is a SHIP. She is a vessel. In many countries sailing ships are also registered and recognized as ships with legal personality of their own and right to fly the national flag. ☆

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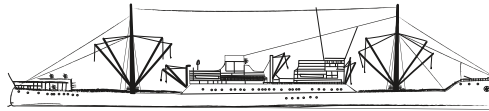
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