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Sidelights

October 2016 Vol. 46, Nº 4

Published by the Council of American Master Mariners, Inc.

2016 National Harbor Safety Conference 21st CENTURY WATERWAYS: The Changing Tides of Harbor Safety



Voyage Report

Plight of the Shipmaster

Why we need the Human Factor

PHOTO: PICTURES / SHUTTERSTOCK.COM

Mission Statement

www.mastermariner.org

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



Annual General Assembly IFSMA Papers

Tuesday, April 18 & Wednesday, April 19

Professional Development Conference Annual General Meeting

Thursday, April 20 & Friday, April 21

2017 Joint IFSMA-CAMM Conference Protecting and Informing Ship Masters in the 21st Century

Baltimore, Maryland, USA • April 17-21, 2017

Speakers Presentations from the industry and governmental agencies.

Business Meeting Members of their respective organization discuss positions and proposals moving the organization forward. Meetings are open to all as observers.

Monday, April 17

Golf Outing
Welcome Reception

Tuesday, April 18

IFSMA Papers and AGA

Wednesday, April 19

IFSMA Papers and AGA

Thursday, April 21

CAMM Professional
Development Conference

Friday, April 22

CAMM General Business Meeting
IFSMA-CAMM Banquet Dinner

Venue & Accommodations



www.ccmitt.org
Linthicum Heights, MD
1-866-656-5568

Room Rate:

\$155 Single Occupancy
\$203 Double Occupancy
(per night, includes meals and taxes)

Mention CAMM-IFSMA when booking
Free Airport Shuttle to BWI

Event Chair

Event Chairperson:
Captain Jeff Cowan
captcowan@mastermariner.org

Sponsorship Opportunities

Please see page 6.

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NEW YORK METRO

Captain George Sandberg, President

631-375-5830 (cell); 631-878-0579 (home)
capsandberg@mastermariner.org

Meetings dates and locations vary.

Mailing Address: Box 581

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BALTIMORE / WASHINGTON, D.C.

Captain Joe Hartnett, President

410-867-0556

caphartnett@mastermariner.org

Meetings at 1130 monthly, except June - August. Check website for date and location. Locations vary between Baltimore and D.C.

Mailing Address: P.O. Box 700

Edgewater, MD 21037-0400

Gulf Coast Region

MOBILE BAY

Captain Jerome "Rusty" Kilgore, President

251-490-2741

Meetings at 1330 on the 2nd Tuesday of each month. Felix's Fish Camp Grill: 1530 Battleship Pkwy, Spanish Ft., AL.

Mailing Address: 6208 Peir Ave.

Fairhope, AL 36532

NEW ORLEANS

Captain Ed Higgins, President

504-394-6866

caphiggins@mastermariner.org

Meetings at 1200 on the 2nd Thursday of each month, except July and August. Port Ministry Center of the Global Maritime Ministries, 3635 Tchoupitoulas Street, New Orleans, LA.

Mailing Address: 8112 Ferrara Drive

Harahan, LA 70123

HOUSTON

Captain Michael J. Mc Cright, President

captmccright@mastermariner.org

Meetings monthly, September - April. Check website for dates. TAMUG Blue Room, Galveston, TX.

Mailing Address:

4620 Fairmont Pkwy, Suite 203
Pasadena, TX 77504

South Atlantic Region

PORT EVERGLADES / MIAMI

Captain Paul Coan, President

pilgrimii@bellsouth.net

Meetings at 1200, the 3rd Thursday of the month, except July and August. Galluppi, Pompano Beach Country Club, 1103 N. Federal Hiway, Pompano Beach, FL.

TAMPA BAY

Captain Robert Holden, President

727-784-7595

capholden@mastermariner.org

Meetings at 1130 on the 2nd Tuesday of each month, except July, August and September. Columbia Restaurant, 7th Ave. & 22nd St.

Mailing Address: 50 Baywood Ct,

Palm Harbor, FL 34683

North Pacific Region

SEATTLE / PACIFIC NORTHWEST

Captain R.J. Klein, President

425-746-6475

captklein@mastermariner.org

Meetings at 1130 on the 2nd Thursday of each month, McCormick & Schmidt's South Lake Union.

Mailing Address: PO Box 99392

Seattle, WA 98139

COLUMBIA RIVER

Captain Vic Faulkner, President

360-798-9530

mrpobre@aol.com

Meetings are at 1200 on the 2nd Friday of each month. Jantzen Beach Bar and Grill, 909 N Hayden Island Drive, Portland, OR.

Mailing Address: 121 Hazel Dell View

Castle Rock, WA 98611

South Pacific Region

LOS ANGELES / LONG BEACH

Captain David Boatner, President

805-479-8461

captboatner@mastermariner.org

Meetings at 1200 on the 2nd Tuesday of each month, except August. Crowne Plaza Hotel, Beacon Room, 601 S Palos Verdes St., San Pedro, CA.

Mailing Address: 533 N. Marine Ave

Wilmington, CA 90744-5527

SAN FRANCISCO BAY AREA

Captain Klaus Niem, President

707-255-6567

captniem@mastermariner.org

Meetings at 11:30, 1st Tuesday of each month, The Nantucket, 501 Port St., Crockett, CA.

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Navy Only
Adult S-2XL



\$20 set includes:
4GB USB drive,
set of 4 coasters, and pen



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Price includes tax, shipping and handling.

In This Issue



ON THE COVER

Port of Honolulu, represented at the National Harbor Safety Conference.
Photo Credit: Ppictures / Shutterstock.com

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TO SUBMIT MATERIAL

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

PUBLICATION DEADLINES

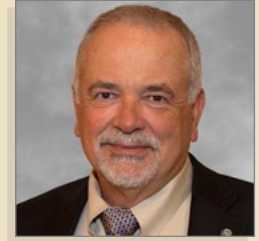
Issue	Submission	Release
February	Jan. 22	Feb. 15
April*	March 5	April 1
June*	May 1	June 10
October	Sept. 1	Oct. 1
December	Nov. 1	Dec. 1

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

View From the Bridge

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President Captain Jeff Cowan continues to make CAMM more visible and viable to the maritime industry through national conferences and through chapter participation in local maritime community events.



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

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News feeds and comments

**CAMM Seattle / PNW
Baltimore Washington Master-Mariners**
(Balt D.C. in set-up process)



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Sponsorships Available for 2017 Joint CAMM – IFSMA Conference

The Following Sponsorships Include:

- Inclusion of company promotional items in the Welcome Kit (given to all attendees)
- Acknowledgments made from the lectern during all meetings and plenary sessions
- Company logo posted prominently on CAMM annual meeting web page
- Company logo featured on event promotion page in *Sidelights*, CAMM's magazine

Blue Riband Level - \$10,000

- Two (2) tables of eight (8) for the Joint IFSMA/ CAMM Banquet, priority seating
- Ten (10) tickets for the dinner cruise event; and to the "casual social event"
- Priority placement of company logo in all event-related print materials
- Preferential placement of six-foot table for promotional display

America's Cup - \$5,000

- One (1) table of eight (8) for the joint IFSMA/CAMM Banquet, priority seating
- Six (6) tickets for the dinner cruise event; and to the "casual social event"
- Priority placement of company logo in all event-related materials
- Preferential placement of six-foot table for promotional display

Commodore - \$3,000

- Four (4) tickets for the joint IFSMA/CAMM Banquet
- Four (4) tickets to the dinner cruise event OR to the "casual social event"
- Company logo included in all event-related materials
- Six-foot table for promotional display

Master Mariner - \$1000

- Two (2) tickets for the joint IFSMA/CAMM Banquet
- Two (2) tickets to the dinner cruise event OR to the "casual social event"
- Company logo included in all event-related materials

Staff Captain Level - \$500

- Company logo posted on CAMM annual meeting web page
- Company logo on event promotion page in *Sidelights*, CAMM's magazine
- Company logo included in all event-related materials

Additional Sponsorships

These Sponsorships include:

- Acknowledgments made from the lectern during meetings prior to the event
- Company logo displayed as sponsor for the specific event
- Company logo posted on CAMM website's on the annual meeting web page
- Company logo featured on event promotion page in *Sidelights*, CAMM's magazine
- Company logo in all event-related materials

Social Event Sponsor - \$2,000

- Logo/Banner display at event
- 2 tickets to event
- 2 sponsorships available

Luncheon Breaks- \$750/break

- Namecard & logo at sponsored set-up
- 4 sponsorships available

Coffee Breaks- \$250/break

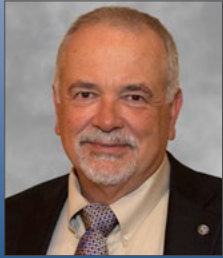
- Namecard and logo at sponsored set-up
- 8 sponsorships available

Contributor

Includes your name or company listed on all event-related materials, CAMM annual meeting web page and in *Sidelights*, CAMM's magazine.

Welcome Kit Items

Any company or individual wishing to donate an item for the welcome kit will be given recognition during the event.



Captain Jeff Cowan
Camm National
President
#3070-RU

GREETINGS

One of my goals as President is to make CAMM more visible to our industry. Since the AGM in April, CAMM has been represented at the Congressional Sail-In,

the National Harbor Safety Meeting, and had a booth at Maritime Security 2016 West. We D.C. Chapter is a sponsor at both the Baltimore International Seafarers Center Golf Tournament and the Baltimore Propeller Club Golf Tournament. CAMM Houston continues to be very active with the Texas Maritime Academy Cadet Chapter. Add *Sidelights* and the CAMM website to this list and we are definitely becoming better known in the maritime community.

Conference/ Annual General Meeting will be held in Linthicum Heights (Baltimore), Maryland, April 18th through the 21st. The meeting will be held in conjunction with IFSMA and the theme the conference will be CAMM/ IFSMA: Protecting and Informing Ship Masters in the 21st Century. See inside cover for additional details.

have initiated a national Facebook page and at least two chapters have their own Facebook page (see opposite page). Captain Cal Hunziker represents CAMM at the International Federation of Ship Masters (IFSMA) and serves as one of IFSMA's Vice-Presidents. IFSMA holds Non-Government Organization (NGO) status at the International Maritime Organization (IMO), which means we have a voice at the IMO when new international regulations are formulated. Having attended a recent IMO meeting, I can vouch for the effectiveness of these maritime organizations.

I was able to attend the National Harbor Safety Meeting held in Portland, September 13-15, 2016. Many topics that should be of interest to those still sailing were presented and discussed. I found comments made by Commandant of the Coast Guard Admiral Zulufk concerning "spoofing" attacks on ship's navigation software of great interest. In his closing remarks, Rear Admiral Mark E. Butt offered real insight as to what may occur with cyber-warfare in the future. Please see my full report starting on page 16.

CAMM Needs Your Help

CAMM has a purpose to support the Jones Act and to support sailing master mariners of this great country. When I was sailing, family was more important than attending maritime meetings such as local Harbor Safety Committees, Area Maritime Security Committees, Transport Research Board, Ship Operations Cooperative Program, Propeller Club, Navy League to name a few. Now that I am off the ships, I have found time to attend some of these meetings. I encourage members of CAMM that are no longer sailing to attend these meetings in support of our sailing members. Who else can render meaningful dialog at these meeting than those that have actually done the job, engaged upon international voyages and held the Conn?

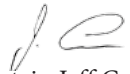
For the last nine years CAMM Seattle has organized and ran a golf tournament that has raised over \$70,000 for youth maritime education in Washington state. CAMM Baltimore/Washington

CAMM to host a Joint CAMM/ IFSMA Conference in 2017

Our 2017 Professional Development

Letters to the Editor

CAMM welcomes Letters to the Editor and we intend to make it a regular feature in the magazine. Please share your comments, perspectives and opinions on articles and subjects published in *Sidelights* by writing a "Letter to the Editor". Email letters to sidelights@mastermariner.org or mail to: *Sidelights* Editor, 4675 144th Pl SE, Bellevue, WA, 98006. If there is a particular issue of concern you would like to see addressed or if you have an article for publication please email to sidelights@mastermariner.org.

Thank you,
Steady as she goes,

Captain Jeff Cowan

SECRETARY - TREASURER

Greetings, CAMM Shipmates



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

Dues Notice and Mailing

Your Annual Dues Notice for 2017 will be sent out before Thanksgiving. We hope and trust you will

make your payment promptly. This will enable us to better manage our budget. Remember you can make your payment online: go to the CAMM website and click on the “pay dues” link on the left margin of the home page. Whichever way you chose to pay – mail or online – please do so at your earliest opportunity! Thanks!

You will also receive an announcement in the dues mailing for the 2017 Joint CAMM/IFSMA Conference to be held at MITAGS (see inside cover for more information). Save the date: April 17-22, 2017. We envision a good turnout by CAMM members.

Dues Report: 2016 CAMM dues payments resulted in a respectable collection overall. Over 90% of our members paid their dues for 2016 – thank you. Those who failed to pay their 2016 CAMM dues will be notified that they are in areas on their 2017 dues notice mailed this month. Those who are two and three years behind in their dues payments will also be reminded to pay their back dues.

For those delinquent members who are three or more years in arrears for their CAMM dues, we are still offering a one-time reinstatement fee of \$100 to bring your membership current. There’s no excuse for procrastination – pay the

reinstatement fee and be current with your CAMM membership.

Membership

Our CAMM membership roster has declined slightly from last year in spite of a respectable addition of new members brought in over the last year, mainly due to deaths. So the same appeal I have been sending out for the last two years now still applies – if every active CAMM member brought in just one new member, we’d double our roster count immediately. Please, reach out to active master mariners and maritime professionals working ashore in support roles to the maritime industry that you know, work with, or live nearby – and invite them to join CAMM! Unless and until our CAMM members get motivated to bring in new members, our numbers will continue to fall. Please do your part to turn that trend around; sign up and sponsor a new member today.

The breakdown in our membership is:

Regular Members	63.2%
Regular Pilot Members	9.0%
Special Members	9.6%
Life Members	9.6%
Associate Members	6.0%
Honorary Members	2.6%

If you combine the RU, RP, S, and L categories – which all possess(ed) a USCG Master’s License (limited and unlimited) – that represents a total of 91% who are licensed American Master Mariners. Our Constitution restricts the number of Associate members to a maximum of 20%. Our current level is only 6% and are therefore well positioned solicit more associate members. Recent changes in the Constitution to the associate categories include maritime professionals working ashore (A), master mariners with foreign licenses

(AF), American licensed deck officers (AL), and cadets/midshipmen from the maritime academies (AC).

Financial report

As I reported to you in the last edition of *Sidelights*, the first half of the 2016 Fiscal Year (which began October 1, 2015) started off in fine form, with income over expenses netting a respectable surplus. However, as we complete the second half of the FY2016, our cash flow has suffered. We will continue to carefully monitor our cash flow until the revenue from the 2017 annual dues are received. All bills have been paid, and we do have money in the bank as we close out FY 2016 on Sept. 30th.

I presented a detailed financial report to the BOG’s Finance Committee for FY 2016 (1 October 2015 through 30 September 2016). Any CAMM member wanting to see a detailed financial report, kindly contact me by email or phone, and one will be sent to you accordingly.

2017 Joint CAMM/IFSMA Conference at MITAGS

The upcoming 2017 Joint CAMM/IFSMA Conference will be April 17-22, 2017, at MITAGS in Linthicum Heights, Maryland. The conference planning committee is dedicated to making this an event worth attending. Details will be published on the CAMM website and in *Sidelights*. I urge to set aside the dates and plan on attending.

Thanks for your time and interest, and as always I appreciate your continued support for CAMM. So until next time, Smooth Sailing!

Captain Manfred “Manny” Aschemeyer



Council Reports

CAMM meets aboard the TS GOLDEN BEAR

Captain Michael Mc Cright, #2753-S

California Maritime Academy and Texas Maritime Academy held joint CAMM cadet meetings aboard the T/S GOLDEN BEAR VII during their summer cruise. The first meeting was held on July 1. Captain Mark Neeson (USN, Ret.), OICNW, was pleased to discuss his career and opportunities for future officers in the USA and International merchant marine.

Captain Neeson joined the U.S. Navy in October of 1971 and served as a Quartermaster on submarines USS PINTADO SSN-672 and USS DARTER SS-576, and later graduated from Cal Maritime in 1980. The majority of his sailing career was in the Alaska tanker trade. The highlights of Captain Neeson's career with Exxon Shipping Company / Sea River Maritime, Inc. was his four-year assignment on San Francisco Bay as a lightering mate.

While sailing on his license he was a commissioned officer in the Navy Reserve. Captain Neeson retired from both careers in June of 2010. Since retiring, he has sailed on the California Maritime Academy Training Ship GOLDEN BEAR as Watch Officer, 2nd Mate, and Deck Training Officer, and sails as a relief Chief Officer on a USA-flagged tanker on charter to MSC.

I chaired the second meeting at sea: 25°03'N, 66°56'W on July 23, 2016 at GMT 2200 hrs. We discussed the ideas, meaning and mentoring, possibilities behind CAMM and student chapters at the two academies.

Guest Speaker Captain John H. Hagedorn, Kings Point POC aboard the TS GOLDEN BEAR VII, discussed his

career path, which can best be summarized as 'The Sea: A Life of Adventure.' Captain Hagedorn graduated from New York Maritime College, 1967, with his Third Mates license. He served during Vietnam War efforts, and sailed as Chief and Master for Farrell Lines from 1977-1996. Since then he has worked in the education sector.

Baltimore / Washington, D.C.

Captain Joe Hartnett, #2193-RU

Chapter President

Our chapter was saddened to hear about the passing of the Honorable Helen Bentley.

Ms. Bentley was an honorary member of CAMM and was always willing to lend a hand for our chapter. She was a staunch supporter of the Port of Baltimore which now bears her name. One of her most memorable accomplishments was helping pass a bill which funded the dredging of the Baltimore approach channels to 50 feet. The 50-foot channel depth has positioned Baltimore perfectly for the Post Panamax vessels which now call on a regular basis. Ms. Bentley was also an advocate for the U.S. Merchant Marine. She was one of a kind and will be missed.

The chapter is looking forward to supporting CAMM National with their 2017 joint CAMM/IFSMA Conference at MITAGS in April 2017.

Members of our chapter will be participating in the Baltimore Maritime Exchange Port Party and Shrimp Feast on Sept 21, 2016. This annual feast brings together maritime stakeholders within the port community.

Our chapter plans on supporting the Baltimore International Seafarers Center for its annual Golf Tournament which will be held on October 13, 2016, at the

Elkridge Club in Baltimore, Maryland. We participate annually by sponsoring a hole or providing participants for the event.

Port Everglades / Miami

Captain Paul Coan, #3021-RU

Chapter President

The Miami/Port Everglades Chapter is having its monthly meetings on the third Thursday of the month at Galuppi's in Pompano Beach.

Tampa Bay

Captain Ron Meiczinger, #1747-RU

Chapter Secretary

At the June meeting, current chapter officers were re-elected. A donation in memory of Captain Tim Brown was made to the U.S. Merchant Marine Academy Alumni Association and Foundation. Tim was a charter member of the chapter, and remained a member over the next 27 years.

The Tampa Chapter will return from their summer hiatus in October.

Houston

Captain Michael Mc Cright, #2753-S

Chapter President

After the summer cruise, the chapter resumed monthly luncheon meetings at the end of September at TAMUG's campus in Galveston.

Los Angeles / Long Beach

Captain Dave Boatner, #2162-RU

Chapter President

The Los Angeles / Long Beach Chapter meets at noon the second Tuesday of the month [except August] at Crowne Plaza Hotel's Beacon Room in San Pedro. We usually have anywhere from six to

Continued on next page >>>

Council >>>Continued from page 9
 ten members in attendance. Like many CAMM chapters, LA/LB struggles to increase numbers at local meetings. Our members take an active interest in their profession and encourage all Masters living or visiting in the area to participate in our monthly meetings.

San Francisco Bay Area

Captain Klaus "Nick" Niem, #2167-RU
 Chapter President

The Bay Area Chapter of CAMM and their guests met June 7th at 11:30 at the Vessel Traffic Services San Francisco on Yerba Buena Island. Our hosts Mr. Mike Rojas and Mr. Tom Boone graciously guided us through the various stages at the USCG VTS Center. We met Tom Boone at the training room where he teaches new Coasties how to operate and evaluate the traffic scenarios on San Francisco Bay all the way up to Sacramento and Stockton. They have a

radar photo sequence of the collision between the OREGON STANDARD and ARIZONA STANDARD in 1972. Mike Rojas introduced us to the operation center, where the USCG VTS takes place. In a different operations room the USCG has their SAR, pollution, marine inspection and various other functions assigned to the USCG Sector San Francisco.

Afterward we all had lunch at Spenger's Fish Grotto in Berkeley.

The chapter was invited to attend the Change of Command, USCG Sector San Francisco. Captain Gregory G. Stump, EdD, was relieved by Captain Anthony Ceraolo, who assumed the leadership of Sector San Francisco as commanding officer. Rear Admiral Todd A. Sokalzuk



PHOTO: COURTESY NICK NIEM

The San Francisco Bay Area Chapter toured Vessel Traffic Services on Yerba Buena Island.

New Members

Welcome Aboard!

You now have all the benefits of CAMM membership!

- 3407-RU Captain **George Darley** of Canyon Lake, Texas
Master, MATSON NAVIGATOR
 Sponsored by Captain Robert Darley #1460-RU
- 3408-H Rear Admiral **William Brennan** of Castine, Maine
President, Maine Maritime Academy
 Sponsored by Captain Richard Spear #259-L
- 3409-RU Captain **Oscar Prada** of Danville, Calif.
Sr. Navigation Superintendent, Chevron
 Sponsored by Captain Manny Aschemeyer #1548-RU
- 3410-RU Captain **Ryan McKenney** of Roseville, Calif.
Master, MISSISSIPPI VOYAGER (Chevron)
 Sponsored by Captain Manny Aschemeyer #1548-RU
- 3411-RU Captain **Mark Bostick** of Marcellus, New York
Chief Mate/Relief Master, MAERSK ALLIANCE ST. LOUIS
 Sponsored by Captain Manny Aschemeyer #1548-RU
- 3412-RU Captain **William Westrem** of Sequim, Wash.
Master, APL CHINA
 Sponsored by Captain Paul Willers #3287-RU
- 3413-RU Captain **Ryan W. Leo** of Santa Cruz, Calif.
Master, GREEN COVE (Central Gulf Lines)
 Sponsored by Captain Steve Werse #2481-RU
- 3414-RP Captain **T. Richard Grimison** of Merritt Island, Fla.
First Class Harbor Pilot, Port Canaveral
 Sponsored by Captain Edward Lanni #1278-L

New Lifetime Members

Thank you for your many years of support!

- 1157-L(RU) Captain **Allan Lonschein** of Palm Harbor, Fla.
 30 years as a CAMM member (age 90)
- 1278-L(RU) Captain **Ed Lanni** of Cocoa, Fla.
 47 years as a CAMM member (age 91)
- 1336-L(RU) Captain **William M. Ayers** of Seguin, Texas
 40 years as a CAMM member (age 96)
- 1955-L(RU) Captain **Gregory Economon** of Freeport, NY
 60 years as a CAMM member (age 88)

Reinstated Members: Welcome Back!

- 2201-RU Captain **Joseph R. Bridges** of New Orleans, La.
Joseph R. Bridges Consulting Services
- 2910-RU Captain **Michael B. Sitts** of Danville, Calif.
Sr. Marine Ops Manager, Chevron Shipping Co.
- 3019-RU Captain **Marta R. Krogstad** of San Ramon, Calif.
Western Region Operations Manager, Chevron

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officiated the change-over ceremony. Captain Ceraolo most recently commanded Coast Guard Patrol Forces Southwest Asia, based in Manama, Bahrain. As Commodore he was responsible for six Island Class 110' patrol boats and 240 Coast Guard men and women based Bahrain and Kuwait. He holds a Bachelor of Science degree in Government with honors from the USCG Academy, a Master of public Administration degree from Harvard's John F. Kennedy School of Government, and a Master of Arts degree in National Security and Strategic Studies with distinction from the U.S. Naval War College. Besides receiving various service medals, he is an Eagle Scout and is married to Lisa M. Tinker, a Lieutenant Commander in the Coast Guard Reserve.

Seattle / PNW

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

A total of 20 attended our March 10th meeting in Seattle, including special guest Captain Manny Aschemeyer, CAMM National Treasurer and Secretary. Captain Aschemeyer spoke about the recent changes to membership categories and also the dues increase for 2017. Seattle Chapter VP, Captain Chuck Lund, provided a well-researched slideshow presentation: *The Development of the Modern Containership*, beginning with first generation (1953 to 1968) tankers and freighters that were converted to carry containers and concluding with future design possibilities beyond the present-day Maersk Triple-E class.

A total of 11 attended our April 14th meeting, held one week prior to the National PDC/AGM in Portland, Oregon. Our meeting agenda included planning for the Seattle Chapter's participation at the PDC/AGM. Members planning to go are Captains R.J. Klein, Don Moore, Paul Willers, Georg Pedersen and Associate members Pat Hartle and June Milliard.

Later in the month, on April 30th, was the annual Youth Maritime Training Activities scholarship competition,

hosted by Compass Courses Maritime Training in Edmonds, Wash. Seattle Chapter President Captain R.J. Klein participated as one of the four judges. A total of seven high school students received maritime training scholarship money. CAMM Seattle sponsored a \$5,000 scholarship awarded to O'Dea High School graduate Brendan Standaert, who plans to attend California Maritime Academy. This money was part of the proceeds from CAMM Seattle's 2015 Bob Magee Memorial charity golf event.

A total of 12 attended our May 12th meeting and focused on reports from members who attended the CAMM National PDC/AGM in Portland. Captain Klein reminded everyone of the Maritime TV web link to view the PDC speaker presentations. Later in the month, CAMM Seattle was privileged to

(Please see his report on page 22.)

A total of 21 attended our July 14th meeting, which included YMTA scholarship winner, Mr. Brendan Standaert and his parents. Brendan was introduced by Mr. Frank Immel, President of Puget Sound Maritime, which manages the Youth Maritime Training Activities program.

Our featured guest speakers were from Ballard-based Coastal Transportation Company: Vice President Elliot Strong and Port Captain, Captain George Collazo. Their presentation included photos of the latest addition to their unique, family-owned, fleet of cargo ships that trade between Seattle and western Alaska. The 240-foot, *MS COASTAL STANDARD*, is a U.S built, U.S. flag, cargo vessel designed to carry refrigerated fish products. The ship design was influ-



PHOTO: DOUG SUBCLEFF

Left: Captain R.J. Klein with YMTA-CAMM scholarship recipient Mr. Brendan Standaert, who plans to attend California Maritime Academy. Right: VIRGINIA V senior skipper, Captain Dale Pederson with Captain R.J. Klein at the August 11th meeting.

be allowed to fly the Merchant Marine flag over Seattle's Museum of History and Industry (MOHAI) building on May 22nd: National Maritime Day. In addition, a Merchant Marine history pamphlet was prepared to have on hand for museum visitors.

A total of 19 attended our June 9th meeting held at our regular McCormick & Schmick's Lake Union restaurant location. Seagoing Vice President, Captain Kevin Coulombe #3221-RU, provided us with a report about his last voyage, including a first-hand account of the new Suez Canal transit procedures.

enced by ships in the Norway trade, built for heavy weather, and also utilizing a unique side loading port with an elevator to allow easy transfer of palletized products via forklift. At the end of the meeting, Mr. Strong, graciously gifted Seattle Chapter members with copies of the book, *Aleutian Freighter, A History of Shipping in the Aleutian Islands*.

A total of 23 attended our August 11th meeting. Special thanks go to Captain Georg Pedersen #2573-RU, who arranged our guest speaker for this meeting: Captain Dale Pederson, senior skipper

Continued on next page >>>

Council >>>Continued from page 11

of the historic, steam-powered ferry, VIRGINIA V. Captain Pederson gave a very informative presentation that included a video about the history of this 1922-built boat. The VIRGINIA V is no longer in service as a ferry; it now has National Historic Site status and is kept in working order by the Virginia V Foundation volunteers. The boat is a popular venue for weddings and Captain Pederson mentioned that, the next day, he would be the officiant for his 171st wedding ceremony on the VIRGINIA V.

A total of 15 attended our September 8th meeting. This meeting was to be a review of our 9th annual Bob Magee Memorial Golf event, held on September 1st. Unfortunately, Chapter President (and golf event chairman) Captain R.J. Klein, was unable to attend this meeting. Those members in attendance who were at the golf event reported that the

day was enjoyed by all the golfers and volunteers despite the threat of inclement weather. The official numbers will be announced at the October meeting. Seattle Chapter VP, Captain Chuck Lund #2049-RU, facilitated today's agenda, including updates on national maritime news. Chapter member, Captain William Westrem #3412-RU, spoke about the establishment of a CAMM Seattle Facebook page and recommended that more members look into using this technology for posting Chapter news. Chapter Secretary, Captain Doug Subcleff, then showed a portion of a documentary DVD about the history of the nuclear-powered cargo ship NS SAVANNAH which included 1960's era news footage of maritime advocate, U.S. Representative Helen Bentley, who recently passed away at age of 92. Before becoming a politician, Helen Bentley had worked as a maritime reporter for

the Port of Baltimore, where she had the opportunity to tour the NS SAVANNAH.

Coming up on October 13th will be our annual Recognition Day luncheon. This event is our opportunity to present Puget Sound Maritime and Youth Maritime Training Activities, the proceeds from the September 1st charity golf tournament. Also, on this day, will be the presentation of CAMM Seattle PNW Chapter's 2016 Maritime Person of the Year award. This year's honoree is Captain Deborah Dempsey #2240-RU. Her stellar maritime career includes a lot of "firsts" including being the first woman to become a regular member of the Council of American Master Mariners. Event Chairman, Captain Donald Moore, is, once again, working hard to arrange this banquet, which is our biggest event of the year. ☆

CAMM at Maritime Security 2016 West

by Captain Manny Aschemeyer, #1548-RU

CAMM continued its proactive role as a supporting organization with Homeland Security Outlook, Inc., facilitators for the Maritime Security Conferences held semi-annually at various ports. This activity has garnered CAMM exposure in the industry along with several new CAMM members, advertisements for *Sidelights*, and even proceeds from annual raffle tickets sales.

It's been a "win-win" situation for CAMM, and this recent experience in the Port of Everett, Washington, saw our exhibit booth favorably positioned in the exhibit hall, where over 300 attendees gathered for coffee breaks, meals, and networking receptions. C.A.M.M. Seattle chapter officers Captain R.J. Klein and Captain Don Moore helped me man the CAMM exhibit booth; and we were able to mix 'n mingle with the crowd educating them about CAMM and its mission.

Over 40 exhibitors were there, featuring state-of-the-art technology, systems, and equipment for enhancing port and vessel security and safety at all levels – from a host of vendors, suppliers, and manufacturers from around the country and overseas.

The next Maritime Security Conference will be held on the Gulf

Coast, in Galveston, Texas, March 7-9, 2017, and organizers anticipate attendance could exceed 400. CAMM will be there, and we look forward to working with officers in the Houston CAMM Chapter to join our efforts to put CAMM on display. For more info on this event, go to: www.maritimesecurityeast.com. ☆



Left: Captain Manny Aschemeyer, event organizer Mr. Sareth Neak, Captain R.J. Klein, and Captain Don Moore, Jr. Right: Captain R.J. Klein talks to attendee about CAMM.

CAMM heard in Washington, D.C.

Captains Jeff Cowan (CAMM President) and R.J. Klein (CAMM Immediate Past President) walked the halls of Congress for three days to discuss with members of Congress and their staff issues of importance to CAMM and the maritime industry. On June 14th they participated in the Seventh Annual Maritime Industry Congressional Sail-In and spent the next two days meeting with their Senators and Representatives to discuss CAMM specific issues.

For two days after the Sail-In, Captains Cowan and Klein met with their representatives and together called at the offices of Senators Diane Feinstein (D-CA), Patty Murray (D-WA) and Maria Cantwell (D-WA). Topics of concern to CAMM were discussed with their staff members emphasizing the need to modify or repeal the Seaman's Manslaughter Act which segued to dialogue on the injustice of the criminalization of Masters along with the need for the international community to understand the importance of ports of refuge. (Positions 2007-06 Seaman's Manslaughter Act, 2004-01 Criminalization of Shipmasters, 2004-02 Ports of Refuge).

CAMM's Position 2008-04, (CAMM supports the transfer of vessel documentation, vessel inspection and mariner credentialing from the Department of Homeland Security to the U.S. Department of Transportation.) was discussed at all meetings. In the U.S., planes, trains and trucks are regulated by the Department of Transportation while our ships are under the Department of Homeland Security (DHS). That the U.S. Merchant Marine is under the DHS and that our representative to IMO is the USCG is an anomaly in the international maritime community.

The Sail-In

Captains Cowan and Klein were among the officers and representatives from United States-flag shipping companies, American maritime labor unions and related maritime associations that went to Capitol Hill for the 2016 Sail-In and met with 117 Senators, Representatives and their staff. Captain



PHOTO: COURTESY MARIA CANTWELL STAFF
Captain Jeff Cowan, CAMM National President; Senator Maria Cantwell, (D-WA); and Captain R.J. Klein discussed maritime policy as part of the Sail-In.

Cowan's group met with Representative John Garamendi (D-CA-3), and staff members for Representatives Rodney Davis (R-IL13), Robin Kelly (R-IL-2), Rosa Delauro (D-CT-3), J. Randy Forbes (R-VA-4), Mike Honda (D-CA-17), Ann McLane Kuster (D-NH-2) and Jackie



PHOTO: ©PAUL FITZGERALD/MIRALID
Berit Erikson (Sailors Union Pacific), Anthony Poplawski (Maritime Fishermen's Union), Captain Jeff Cowan (CAMM), Congressman John Garamendi (D-CA-3), Jeff Pavlek (Transportation Trades Department), Patrick Bevers (MEBA).

Speier (D-CA-14). Captain Klein's group met with Representative Martha Roby (R-FL-2) and staff members for Senator Marco Rubio (R-FL), Representatives Charles Dent (R-PA-14), David Jolly (R-FL-13), Bradley Byrne (R-AL-1), and Mario Diaz-Balart (R-FL-2).

The importance of maintaining a core merchant marine was stressed from the

standpoint of national security. In an emergency, the United States ship building industry may be capable of producing a large number of ocean cargo ships in a relatively short time (18 months). The problem is, without a base of trained mariners, the country would be unable to man the ships. It takes eight to ten years to train a master or chief engineer. To address this concern the maritime community spoke with one voice on three major issues – the Jones Act, Maritime Security Program (MSP) funding and the Cargo Preference Shipping requirements. These programs are paramount to maintaining a core U.S. Merchant Marine.

Jones Act: All parts of the Jones Act must be maintained to ensure that vessels carrying cargo along our coasts, on our rivers and the Great Lakes are controlled by U.S. companies and not by foreign shipping interests with foreign ships and crews.

Maritime Security Program (MSP) and Funding: The Maritime Security Program (MSP) enables the Department of Defense to use privately owned U.S. flag commercial ships during war and national emergencies. Since 2009, ships in this program have carried over 90% of the cargo needed to support U.S. military operations and rebuilding programs in Afghanistan and Iraq. For more information on this program go to www.marad.dot.gov/wp-content/uploads/pdf/MSP-Brochure-5-1-2016.pdf.

Companies currently in the program have stated that they need a minimum of \$5 million per ship to keep their ships in the program. The funding for FY'2017 is currently being debated in Congress. CAMM recommends that all members contact their Senators and Representatives after the November elections and express their support for full funding of the MSP at \$300 million.

Continued on next page >>>

Sail-In >>>Continued from page 13

Cargo Preference Shipping Act Requirements: The Sail-In groups stressed the importance of the Cargo Preference Shipping Act in maintaining the U.S. Merchant Marine. The Cargo Preference Shipping Act requires that 100% of military cargo and Import-Export Bank cargo, and at least 50% of U.S. government financed food aid cargoes be carried on U.S. flag ships. Congress was asked to safeguard the existing requirements and to restore the requirement that U.S. flag vessels carry no less than 75% of government financed food aid cargoes. Sail-In teams expressed opposition to any change in the Food-for-Peace Program (PL 480) that sends dollars instead of American grown agricultural products to help feed the world's poor.

Congress was urged to support S. 373, the **Vessel Incidental Discharge Act (VIDA)**, to provide regulatory certainty for vessel owners and mariners and eliminate an overlapping patchwork of federal and state regulations. Each Senator or Representative was encouraged to join the bipartisan Congressional Maritime Caucus co-chaired by Congressman David Joyce (R-OH-14) and Cedric Richmond (D-LA-2).

The Sail-In and individual meetings were positive and good contacts were made for future communications. Congress was responsive and aware of the time and energy committed to delivering the message on the importance of the U.S. Merchant Marine. ☆

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THE HONORABLE HELEN DELICH BENTLEY #1070-H



Ms. Helen Bentley, 92, of Timonium, Maryland, passed on August 6, 2016, from brain cancer, in her residence under hospice care.

Ms. Bentley, and the Port of Baltimore name-sake, often referred to the Port of Baltimore as "her" port. Her staunch support of the maritime industry began in 1945 when she was sent by the *Baltimore Sun* to report on maritime labor affairs. She developed an appreciation of the merchant marine and quickly realized its importance not only to Baltimore, but the country. From 1950-1965, Bentley hosted and later produced a weekly local TV series, *The Port That Built a City*, which often included live remote reporting from ship decks anchored in the harbor.

In 1969, President Nixon appointed Ms. Bentley chairwoman of the Federal Maritime Commission, and was the highest ranking woman in his administration. She advocated federal support for American shipbuilders, manufacturing, and the U.S. Merchant Marine. She served until 1975, when she launched a maritime consulting business.

Bentley became frustrated with the lack of congressional support for the maritime industry, and ran for congress three times until she won in 1985, and served 10 years. In 1986, she introduced legislation to dredge Chesapeake Harbor to 50 feet to allow for larger vessels, and she was an advocate for cleaning up the inner Baltimore harbor. Bentley considered the dredging project her greatest accomplishment, and quipped, "Thank you very much, Helen," during at least one address to CAMM.

CAMM recognized her advocacy by inducting her as an Honorary CAMM member in 1970. In 2011, Ms. Bentley addressed CAMM members during a dinner reception at the annual general meeting, where her witty sense of humor and salty sea talk fit right in. (*Sidelights*, June 2011)

She is one of a kind and will be missed.

CAPTAIN ERIC CUTLER #3088-S

Captain Eric Cutler, 67, of Lake Charles, La., passed away on November 17, 2015.

Captain Cutler graduated from SUNY Maritime graduated in 1970 and retired from sailing in December of 2014, after shipping out with the IOMM&P for many years with various companies. After retiring, he sailed as a volunteer master on the vessels operated by Friendships in Lake Charles, La.

CAPTAIN JOSEPH SEMON, JR. #203-L

Captain Joseph Semon, 91, of Diamond Point, New York, passed away on September 25, 2013.

German-born Captain Semon, Jr. was sent to the USA at age 15 to reconnect with his father in New York. Following his father's footsteps, he enlisted in the Navy during WWII, and became an American Citizen. After discharge from the Navy in 1946, Semon, Jr. continued sailing for U.S. Military Sealift Command, working his way through the ranks. He retired in 1977 after earning numerous commendations. ☆

He has cast down the mighty from their thrones, and has lifted up the lowly



by Father
Sinclair Oubre
CAMM Chaplain
#3220-A

A few years ago, the Filipino seafarer, Lito Martinez Asignacion, was injured while working onboard the

Marshall Islands law, finding that Section 31 of the Standard Terms prevented the panel from applying any law besides Philippine law. The arbitrators accepted Rickmers' physician's finding that Asignacion had a Grade 14 disability—the lowest grade of compensable disability under the Standard Terms—which entitled Asignacion to a lump sum of \$1,870.”

The courts concluded

Islands law, finding that Section 31 of the Standard Terms prevented the panel from applying any law besides Philippine law. The arbitrators accepted Rickmers' physician's finding that Asignacion had a Grade 14 disability—the lowest grade of compensable disability under the Standard Terms—which entitled Asignacion to a lump sum of \$1,870.”

In spite of the unjust arbitration panel's determination, the fifth circuit court sided with the shipowner that the district court had acted improperly in not enforcing the panel's decision, and trying to apply U.S. general maritime law.

The Fifth Circuit Court's decision was appealed to the U.S. Supreme Court, and a number of seafarer welfare agencies filed amicus curiae briefs including the Global Maritime Ministries (New Orleans); Apostleship of the Sea - Diocese of Beaumont, Texas; the Port Arthur International Seafarers' Center; Apostleship of the Sea - USA; and Seamen's Church Institute, New York & New Jersey.

Sadly, the writ of certiorari was denied by the Supreme Court on Jan. 11, 2016.

I am not competent to judge the jurisprudence. However, I am able to judge the morality of the decision. The arbitration panel's award of \$1,870 to a husband and father for severe burns over 35% of his body, is an injustice that borders on the criminal, and the fifth circuit and Supreme Court are participants in this injustice through their enforcement of the panel's decision.

A P&I Club reported that “The Supreme Court has also held that it would place a great burden on ship-

owners if it were to impose the duty of shifting from one compensation regime to another whenever a vessel passes the boundaries of territorial waters, and that the availability of certain benefits should not depend on the wholly fortuitous circumstance of the vessels location at the time of an injury.

“The importance of the POEA standard terms also weighed heavily in favour of enforcing the agreement because of the fact that it promotes and safeguards the interests of Filipinos.”

I am not competent to judge the jurisprudence... I am able to judge the morality of the decision.

The article also noted that “While not binding on other Federal Circuit Courts of appeals, the fifth circuit's decision in Asignacion is a welcome decision that should assist shipowners and their P&I Associations to uphold agreed law and jurisdiction provisions in crew contracts.”

So, the Supreme Court seeks to lessen the burden on shipowners, and a \$1,870 lump sum payment “promotes and safeguards the interests of Filipinos.”

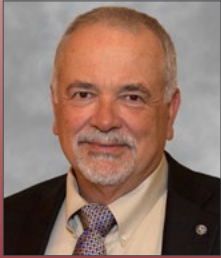
While our judiciary system has lifted up the mighty, and has cast down the lowly, I will pray the great Magnificat prayer of the Virgin Mary, “... He has cast down the mighty from their thrones, and has lifted up the lowly. He has filled the hungry with good things, and the rich he has sent away empty.” I will also continue to labor to make these words real in our world. ☆

that “While the M/V RICKMERS DALIAN was docked in the Port of New Orleans, Asignacion suffered burns when a cascade tank aboard the vessel overflowed. After receiving treatment at a burn unit in Baton Rouge for nearly a month, Asignacion was repatriated to the Philippines, where he continued to receive medical attention. The court below found that Asignacion sustained severe burns to 35% of his body, suffered problems with his body-heat control mechanism, and experienced skin ulcerations and sexual dysfunction.”

Because of the arbitration clause in all Philippine Overseas Employment Administration seafarers' contracts, the Louisiana district court remanded the case to arbitration in the Philippines. In Asignacion's appeal the arbitration panel's decision, the district court observed that “... the arbitral proceedings and award of \$1,870 did not address Plaintiff's legitimate in the enforcement of United States general maritime law.”

The fifth circuit, on appeal, noted that “Arbitration commenced before a Philippine panel, which convened under the auspices of the Philippine Department of Labor and Employment. The panel refused to apply, or even consider applying, United States or Marshall

2016 National Harbor Safety Conference *21st CENTURY WATERWAYS: The Changing Tides of Harbor Safety*



by Captain Jeff Cowan
CAMM National
President
#3070-RU

Over 175 stakeholders from the maritime industry were in attendance at the 2016 National Harbor

S a f e t y Meeting. Delegates from Marine Exchanges, NOAA and the USCG along with representatives

from Honolulu, Hawaii, Alaska, U.S. Virgin Islands, Canada, and ports on all coasts of the continental United States traveled to Portland for the conference September 13-15.

The meeting convened with keynote address from Admiral Paul F. Zukunft, Commandant of the U.S. Coast Guard. Admiral Zukunft's most notable remark of the evening related that GPS "spoofing" (as opposed to GPS jamming) occurred 115 times within the past year. As a former shipmaster, I found the information alarming. I authored an article on the same topic which was published in the *Maritime Professional*, Second Quarter 2014, titled *Eliminating Aids to Navigation*.

Apparently "spoofing" is occurring at greater intervals than previously acknowledged. Spoofing allows an adversary or attacker to trick a ship's navigation software system by sending a false signal that, once accepted, gives the attacker the ability to change a ship's direction without crew knowledge. In jamming, the attackers overwhelm the GPS signal rendering the GPS useless. Spoofing and jamming were discussed during the conference. There are several forms of alternative electronic positioning/timing systems being studied to

combat jamming attackers. One is a low polar earth orbiting satellite system that would be harder to jam and difficult to shoot down. During additional conversation, this system could suffer the same fate as present GPS system by increasing the wattage of the jammers from one watt to between two and five watts.

The answer to maintaining integrity in an electronic navigation system may lie in e-Loran. The e-Loran signal is a very long wave and a jamming instrument would need a 100 foot antenna and 1.3 million watts of power, according to an expert in electronic navigation systems. Whichever system is established, it is hoped that the anti-jamming characteristics would be sufficient to ward off attackers.

The Admiral touched on the projected effect of climate change, stating that experts predict the oceans to rise by seven feet by the year 2100. This places many coastal features or landmasses in jeopardy but would give ships more water to navigate safely.

Admiral Zukunft discussed U.S. endeavors in the Arctic region. He stated that the United States has only two icebreakers while the Russians have twenty-two. As a side note, he added that even a small country in the E.U. has six icebreakers. The Admiral reassured the audience that the U.S. Coast Guard is aware of the need for more icebreakers and is pushing for funding to have at least two more heavy icebreakers built. In closing, the Admiral stated that, "There are three Knows: Know your ship, Know your people, and Know when to say "no."

Day One: Session 1: Managing the Rights of Waterway Users

Session description: "Our waterways are a source of recreation and enhance the quality of life for many Americans. While navigable servitude gives the federal government the right to regulate navigable waterways under the U.S. Constitution, freedom of navigation and the public's right to use these waterways are guaranteed."

As the conference was in Portland, Oregon, the multiple users of the Columbia River Waterway and how they could conflict with commerce was used to address the topic. One illustration was a protest over drilling in the Arctic which occurred in July 2015 when an oil supply boat was at Swan Island for repairs. The Coast Guard set up protest boundaries and were authorized to arrest those who interfered with the safe navigation of the supply boat returning to sea.

Session 2: Cyber Security and Cyber Safety

Session description: "The marine industry has become increasingly efficient with the advancement of new technologies and applications. These technologies have also created local and global vulnerabilities."

It is established that malware can be downloaded over the internet resulting in shipboard computers becoming infected. Due to the interconnectivity of electronic equipment throughout the ship and in particular between the bridge and engine room there have been instances of operational software

becoming infected and malfunctioning. This is most apt to occur when updates needed to upgraded equipment operating software is downloaded from the internet. Unknown to the master or chief engineer, a malware virus is hidden in the upgrade file. This may result in a failure of critical operating equipment. As a professional mariner, I find this to be the most concerning aspect of the proliferation of computerized navigation systems, operating systems and electronic aids to navigation.

Day Two: Session 3A: The Dynamic Energy Seascape

Session Description: *"The domestic oil and gas renaissance has presented challenges for the U.S. transportation sector. New crude oil supplies have resulted in increased multi-modal transportation of oil and downstream products with significant change in the transportation of that oil and downstream products in our ports and on U.S. waterways. This panel will discuss some of the ongoing changes in oil transportation aimed at addressing the impact in our ports and on our waterways."*

Session 3B: Alternative Fuels and Marine Transportation

Session Description: *"The United States is poised to become a major producer, consumer, and exporter of Liquefied Natural Gas (LNG). This session explores trends in the alternative fuels market and technological advancement that have made LNG a viable alternative fuel for marine transport."*

This session was of interest, given the history of the industry seeking cheaper and less expensive fuels for operation. With crude oil prices being at their lowest in over a decade, the rush to LNG has fallen. However, oil prices will not remain at these low prices, which will eventually make alternative fuels the norm.

One U.S. flag company has already moved to LNG. TOTE's new ships, the MV ISLA BELLA and MV PERLA DEL CARIBE are currently running between

Florida and Puerto Rico. They use LNG as their fuel source with LNG fuel "cells" located immediately behind the wheelhouse and accommodation areas on the after deck. Regulations require that fuel storage must remain separated from the engine room.

Given my experience with air emissions at the State of California, I asked the presenter from ABS about the problem of "methane slip". Methane slip is methane that is not burned as a fuel in the engine and basically escapes into the atmosphere. It is agreed throughout the industry that the total amount of methane slip from well-head to engine exhaust is 6%. Of that total, 4% is from well-head to ship-side and only 2% is lost due to unburnt fuel during the internal combustion in the engine. The newer compression ignition engines designed to burn LNG have a small amount of MDO injected into the combustion chamber which completes the burning of methane thus eliminating methane slip.

A recent MARAD report focused on methane leakage and slip and the emissions in the context of greenhouse gas (GHG) emissions using carbon dioxide (CO₂) equivalents. The results show that in most cases LNG fuels used in diesel cycle (compression ignition) natural gas engines offered lower GHG emissions compared to conventional marine fuels. Methane leakage and slip can diminish those benefits considerably. In contrast, the report indicates that LNG fuels used in lean-burning otto cycle (spark ignition) natural gas engines offer little to no benefits compared to conventional fuels. It should be noted that otto cycle engines are not used in the commercial marine environment. For the complete MARAD report on methane slip go to: http://www.green4sea.com/wp-content/uploads/2016/03/US-MARAD-Methane-emissions-from-LNG-bunkering-2015_11.pdf

LNG bunkering is a challenge for ships. At CAMM's PDC in 2015, Foss Maritime CEO, John Parrott, talked about the learning curve needed to

implement new systems into the industry. A change of mindset was needed to address how to bunker LNG. LNG is not usually transported by barge, but by tank trucks.

In the presentation at the Harbor Safety Conference, two forms of bunkering were discussed:

1) Bunkering via the traditional marine method by barge. This bunkering method is not the normal mode of transporting for LNG and is still under review within the U.S. but utilized extensively within the E.U.

2) Bunkering via tanks. LNG tanks are typically held within a 40-foot shipping container-like framework. It takes at least five tanks hooked up to a manifold on the ship dock to bunker a ship. The area is cordoned off and separated with portable traffic barriers and chain link fencing. Security is present and tank trucks loaded with the fire extinguishing agent Purple-K (found most effective for fighting LNG fires) are on standby and ready. According to the ABS presenter, no cargo operations can be done during a refueling period if wind and other conditions for safe bunkering cannot be met.

Session 4: Maritime RX: Substances on the Waterways

Session description: *"Substance use in the workforce is everywhere and the waterways are no exception. New state laws decriminalizing marijuana have led to confusion among workers concerning legality and regulation and wide availability of prescription drugs and illicit opioids are bringing drugs on our waterways to the fore."*

Some state laws have decriminalized the use of marijuana. During this session, there was an active discussion about the active ingredient of marijuana (THC) staying in the body for a minimum of 30 days. The Department of Transportation rules require drug testing following all accidents. While THC may be in the body, it only indicates that the individual has used the product during the last 30

Continued on next page >>>

Harbor Safety >>>Cont'd from page 17
days, not that the individual was high at the time of the incident. Until federal law changes or there is a more comprehensive testing medium to indicate if a person was impaired at the time of an accident, it was agreed and advised that mariners should not imbibe.

Session 5: Collaborative Waterways Management

Session description: “*Harbor Safety Committees (HSC) in each of the major port areas have provided for very collaborative waterways management. Through HSC’s, waterways managers have been able to implement certain risk mitigation measures in a very timely manner, much quicker than the statutory or regulatory process.*”

This session focused on how the various Harbor Safety Committees throughout the country have helped to make the waterways safer through involvement of the actual users both public and private.

Session 6A: Preserving Mariner Competency in a Digital Age

Session description: “*Panel focused on the impact of technological advances on core competencies for mariner and address training needs associated with these new advances. In particular, the session will include an overview of the new technologies available to mariner and discuss risk mitigation strategies.*”

The question arose regarding time in simulator replacing required “sea-time.” The panel was asked to provide their opinion of the Norwegian position at the IMO to require 24-month sea time versus the now 12-month requirement for cadets to take the Third Mate/Engineer license examination (USCG credential currently requires 12 months of sea time). Everyone on the panel expressed the opinion that such a requirement would be extremely difficult for the U.S. maritime academies to meet in a four-year program. Even now, it is challenging for cadets to meet the 12-month requirement. Further, since Kings Point

stand down on commercial ships, cadets have been assigned aboard government ships that serve in Reserve Operating Status, many sitting alongside a dock until called for duty or yearly sea trials. It is my personal opinion that this is a great disservice to the cadets involved.

An audience member made the comment during the discussion that, “There was no replacement for actual sea time.” This was met with great consternation by the panel, seemingly leaving one of them aghast. It seemed obvious that this panelist was involved with a training facility that had several ship simulators and was in favor of simulator time replacing actual sea time.

It is acknowledged that simulators have a place for training deck officers and mariners. They can be used to simulate the small percent of circumstances that, in reality, would result in death or injury to crew or loss of a ship/boat. A retired Coast Guard officer added that he crashed a lot of helicopters in simulators and learned, without doing damage to machinery or personnel. The panel seemed to be advocating for the use of simulator time in lieu of actual sea time. Sea time is needed to learn the much needed basics of watchstanding while simulators serve as for training tools for situations not normally or frequently encountered. Both have their place, but one cannot be a complete substitute for the other.

Session 6B: Port Resiliency: Learning from the Past and Planning for the Future

Session description: “*‘Resilience’ is a broad topic that means many things to many different stakeholders. The panelists, hailing from all levels of waterways governance and the user community, addressed ‘resilience’ for all vantage points including Federal stewardship, regional cooperation, port community, and industry stakeholder.*”

I was at Session 6A and therefore unable to attend this session, its description summarized the topic.

Session 7: Marine Planning: The Process to assimilate diverse interests in the Maritime Venues

Session description: “*Marine planning is a broad description of an activity that enables stakeholders to effectively achieve their individual objectives in cooperation with other stakeholders in the Ocean, coastal regions, the Great Lakes and inland waters.*”

The Alaska Harbor Safety Committee put on an impressive presentation. Before I retired, I made numerous trips through the Unimak Pass with calls at Dutch Harbor and often sailed the length of Aleutian Island chain for weather avoidance. Since my retirement, the area around the Aleutian chain has been designated an “Area to be Avoided” (ATBA).

I asked the presenter from Alaska how the ATBA designation effected ships transiting or anchoring within the Aleutian chain for weather avoidance or ship safety (both of which I had done over my 35 years of sailing trans-Pacific). His response was that these were still an option, but due to the ATBA designation, the Master would need to contact the Alaskan Marine Exchange to inform them of his intentions. AIS repeaters have been installed all along the Aleutian chain and Bering Straits so the Exchange can track all ships/boats in the vicinity for assistance with routing and advice upon anchorage holding ground.

Closing Remarks

Rear Admiral Mark E. Butt, Commander, 13th Coast Guard District.

Rear Admiral Butt’s remarks seemed appropriate and thought provoking given that the source of the next assault on this nation will most likely emanate via cyberspace. One of the first items to be attacked will be our Global Positioning System, not so much for positioning but for timing. The internet runs on timing; our banks utilize this time function as well but this country has no back-up if timing satellite system is rendered inoperable. ☆

Why We Need the Human Factor in Modern Shipping

I have sailed for thirty years as Master of deep sea cargo ships. When I started my career in 1978,

manual methods of maritime navigation were the norm. Communication consisted

Does this mean the ARPA radars have made it unnecessary to have trained officers on a ship who can plot targets manually?

The older radars were notoriously unreliable and often broke down. Modern ARPA radars are generally more reliable but are heat sensitive and often fail in extremely hot climates such as the Middle East. It is more prudent to have qualified officers on the ship who can perform rudimentary repairs and basic navigation. Most repairs to modern complex navigation equipment usually require technical skills that can only be addressed when the ship is in port. How would a robot be able to navigate the ship blindly if the GPS or radars broke down or there is a loss of communication? The ship would dangerously drift as a derelict until someone could come aboard.

GPS systems can also lose signal due to satellite interference and deliberate hacking. Deliberate hacking is a very real modern security issue. Once a robot ship is hacked, modern pirates or rogue nations would then be able to co-opt the ship. Rogue nations would also be able to seize robot ships carrying defense cargo or oil.

Has advanced technology made visual bearings in crowded shipping lanes and ports unnecessary?

Another downside to electronic navigation is that there is a real trend among

mariners to simply fail to look out the window. I have personally experienced situations when the radar and electronic charts did not fully illustrate the actual situation. In the very busy Singapore Straits or congested pilot stations in China and Japan, it was not unusual to have a large ship or unexpected small vessel too close to my ship to even be a blip on my radars. Visual bearings are still needed to avoid perilous traffic situations developing around the ship. Experienced mariners are still needed to assess quickly and maneuver safely through developing situations that are not seen by electronics.

There are too many different types of GPS, radars and ECDIS systems. Each system, developed by different companies, uses its own set of symbols and methodology of usage. Standardize the functions and controls of all bridge navigation equipment. Then it would be possible to go on to every ship's bridge and know how to use the available technology. Standardization of the equipment would cut training time for all bridge personnel. All of the different systems also have an inherent safety issue. Frequently, the masters and mates change out just as a ship is scheduled to leave port. It is often not possible for the officers to become familiar with the equipment due to the short time span between arriving at the ship and the ship leaving port.

The greatest safety improvement in my career was the development of

Continued on page 20 >>>



by Captain
J. Timothy Bordelon

of conventional mail and landline phone calls in port. Once the ship sailed over the horizon, telex was the only means of communication between office management and the ship.

Modern technology and communication have progressed to the point where robot ships are now discussed as a feasible probability. Is it possible to completely take out the human factor in modern shipping? Is more automation the answer to more efficiency and profitability in the maritime industry? I believe a better integration of human resources, standardized technology and documentation would better enhance profitability and efficiency.

Before ARPA radars (Automatic Radar Plotting Aid), GPS systems, and ECDIS (Electronic Chart Display and Information System), sextant and reduction tables were used to calculate the ship's position. Targets were once plotted manually onto radar screens with grease pencils. Manual radar plotting was time consuming, less than accurate and it was very difficult to track multiple targets. Modern ARPA radars plot targets accurately and almost instantaneously provide a target's course, speed, and the closest point of approach as well as maneuvering solutions.

Human Factor>>>Cont'd from page 19

Bridge Team Management. At one time, no one would approach or challenge a master on the bridge. The concept of the Mates supplying relevant information to the master so he could make informed navigation and maneuvering decisions is a great example of how to best integrate human resources.

Over time, bridge team management has expanded so that everyone on the Bridge works together and is encouraged to point out dangers, errors and freely provide information to the master. Bridge team management training has rightly become an IMO and USCG requirement. Just as an orchestra conductor gets each musician to play their instrument with perfection, so must masters get the best performance from everyone on board their ship. Every seaman and officer is important. The best masters listen and lead by making informed decisions. A robot vessel would make single "minded" decisions based upon preprogrammed software which would be inflexible to multiple and ever changing conditions.

Satellite communication has made it possible for ships and shore side management to be in constant contact. Masters, at one time, had an autonomy on how the ship was managed. No longer so. Often shore side management, who in many companies have no shipboard experience, are micro-managing the ship from their computers. Shipboard personnel must follow ISM procedures which are written by lawyers and shore side QSM (Quality Safety Management) personnel rather than experienced mariners. There needs to be more integration between shore side management and the officers of the ship.

Instead of being a "blue screen" to shore side management, there needs to be better understanding and consideration of the human life factors onboard ship. Shore side management do not live with their fellow employees 24/7, suffer constant time zone changes or the effects of "cost effective" scheduling of port entry, docking, loading, unloading, and

transit between ports.

Shore personnel generally work the usual office hours of 9 to 5 and go home to a good night's sleep. There are no time zone changes except for Daylight Savings Time twice a year. It is not unusual for ship crews to experience time zone changes totaling twelve to fourteen hours in a typical ocean crossing.

"Cost effective" management of the ship does not take into account the human beings who actually navigate and manage the ship and their physical limitations. It is not unusual for shore side management to schedule twelve ports in fourteen days. In the Persian Gulf, where ports are closer together, ten ports in seven days is a normal schedule. Although it looks good on an Excel budget sheet to schedule transits between ports and time docked with the bare minimum of time, fatigue related accidents are a serious safety issue. MLC 2006 has been implemented in an attempt to give decent living standards for seamen. After ten years, the rest requirements are still not achievable due to the scheduling "presented" by shore side management.

No wonder, shore side management, who usually adhere to the MBA management model, are looking forward to robot ships that are remotely controlled! Robots could probably do more ports in less days as they are machines that do not require sleep or food. Even though this sounds attractive to save money, robots or robot programmed ships would not be able to safely integrate port entry, docking, discharging, loading and transits between ports due to all the variables of those events.

A better understanding between the physical realities of shipboard life and the expectations of management would be a better methodology to efficiently manage ships. Bridge Team Management improved navigational safety. An integration between masters and shore side management would lesson fatigue related accidents and give everyone a chance to work as a team. Too often, the relationship between the shore side manage-

ment and shipboard is adversarial.

Globalization of an industry that was already worldwide has brought some changes to the maritime industry that have become onerous for both shore side and shipboard personnel.

Globalization has demanded more accountability for security, immigration control, health requirements, environmental protection and all international customs as essential components of commerce. These regulatory requirements have produced an explosion of mandated paperwork. To make matters worse, there is absolutely no standardization of the paperwork required. In fact, most countries and regulatory agencies insist on their own forms being used.

Crews have been greatly reduced by advanced technology. Shore side management has been greatly reduced by the reliance on the MBA business model and computers. All maritime personnel are putting in more hours to meet the goals set by top management. Although it seems possible to achieve more when you approach a situation in a vacuum of spreadsheets, a common problem on board ships and in shore side offices is that the paperwork requirements have become impossible to manage.

Most of the international requirements are the same but there is no standardized way of maintaining and/or sharing these documents. It would be a major boost to time and cost savings for everyone to utilize a standardized "online" database of required documentation.

An IMO standardized central international data base should be developed for all of the required information from ships, rather than each flag state, each regulatory agency, each company and individual ships having different reporting requirements and forms. All nations, companies, agents, regulatory agencies and vessels would have access and input into maintaining accurate documentation of certificates and international requirements. Thus, at any point in a voyage, especially before entering port, a vessel could be cleared in advance.

Continued on next page >>>

Big U – Engines to Remain On STOP

By Captain R.J. Klein, #1751-RU

In June, while at a local park with my grandson in Bellevue, Washington, I ran into Captain John Corso, #1681-L. John was out for his daily walk at the park and we stopped to talk. He mentioned the article in the April issue of *Sidelights* about the SS UNITED STATES. He said that he had it on good authority that Crystal Cruises had given up on the idea of restoring the ship for ocean cruising. On August 5th, John's source was proven correct when the SS United States Conservancy and Crystal Cruise Lines announced that the option of overhauling the "Big U" for use as a cruise liner was not viable.

In a statement released August 5th, Crystal President and CEO Edie Rodriguez said, "Over the past six months, Crystal has conducted an extensive feasibility study to restore 'America's Flagship' to oceango-

ing service. Unfortunately, the hurdles that would face us when trying to bring a 65-year-old vessel up to modern safety, design and international regulatory compliance have proven just too great to clear in both a technically and commercially responsible manner." In a statement



PHOTOS: COURTESY SS UNITED STATES CONSERVANCY

The SS UNITED STATES easing into New York's Pier 86, sometime during her service career. Right: Builder's plate.



released the same day, the SS United States Conservancy avowed, "We remain deeply committed to saving this unique and powerful

symbol of the nation's strength, history, and innovation. Crystal's comprehensive assessments of the SS UNITED STATES determined that the vessel remains in remarkably strong structural condition, as the Conservancy has long contended. That means America's Flagship still has enormous potential as a stationary mixed-use development and museum in New York or another urban waterfront setting."

Crystal Cruises donated \$350,000 to the Conservancy which means that the SS UNITED STATES is not in immediate danger. Crystal spent over a million dollars evaluating the ship and found "the ship is remarkably intact and structurally sound", but that "modifying the ship for today's standards for ocean-going service (SOLAS) would require significant changes to the hull that would pose stability challenges.

Additionally, the installation of a modern, state-of-the-art diesel electric propulsion plant would have necessitated altering of the existing shaft lines and rebuilding about 25 percent of the hull to reconfigure the ship to a twin shaft-twin rudder arrangement." The conclusion being that such an undertaking would present too great a risk for the venture to be successful.

For additional information on the SS UNITED STATES see the April 2016 issue of *Sidelights* and to help the SS United States Conservancy in its efforts to save the Big U, the nation's only remaining ocean liner, go to: www.ssusc.org. For now her engines remain on STOP. ☆

Human Factor >>>Cont'd from page 20

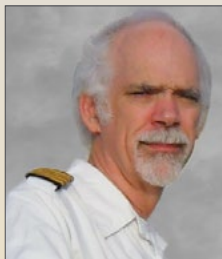
A standardized data base streamlines the entire process for the shipboard and shore side personnel. One single database reduces the redundancy of ship and shore paperwork. Standardized documentation would also reduce the crushing burden of accountability when audits and inspections are conducted.

A standardized documentation database and technology would modernize the maritime industry and make international commerce more efficient and profitable. As for the human factor on operating and maintaining the ship,

there does not appear to be room for further reduction of crew. What looks "possible" from a blue screen is often not possible in reality. More integration and understanding between shore side management and the ship personnel would also improve efficiency and profitability. Shore side and top management cannot be replaced by robots. Ships also cannot be safely operated and maintained by robots. ☆

This article first appeared in *Maritime Executive*, May 28, 2016.

Voyage Report 2016



by Captain
Kevin G. Coulombe
#3221-RU

Owner adopts zero tolerance facilitation policy

My first voyage for 2016, commencing late January, was routine for much of the 77-day trip. One notable development was the owner's adoption of a zero tolerance facilitation policy. Facilitation is a multi-syllable word for the cigarettes, alcohol and what-not some port officials insist is required for their cooperation during a ship's stay in port. Up until 2016 only the U.S. flag ships of my owners were practicing this policy. Apparently the results were so impressive the owners made the practice fleet and worldwide and at this writing the operator is reminding the global fleet that the policy applies to the Central and South American ports which will be a formidable challenge for those ship masters.

The zero tolerance policy results have been remarkable. The Suez Canal pilots and Canal employees no longer harangue the master for cigarettes or at least minimize their displeasure and just acknowledge the practice is in effect. Ports notorious for belabored customs, immigration and health clearances are now simple matters that conform to the IMO standard (for the most part). Extra services such as crew shore leave can revive the matter of facilitating but I have found that the port officials prefer to resort to some convenient reason to not attend the ship to execute the necessary paperwork- probably due to their atten-

dance to other facilitating opportunities arriving in the port.

The only other notable event of my voyage was a traffic jam in the approaches to the Port of Suez where ships were queuing for the next day's transit north bound in the Suez Canal. There were so many container ships of the 6,000 to 11,000 TEU capacity the anchorages inside and out were overwhelmed. Several of the very large ships actually came to anchor in the port shipping lanes.

My duties came to an end mid-March 2016 in Charleston. The voyage was successfully completed with no crew injuries or personnel discipline to report, the Official Log a clean book: a good trip.

At home I engaged in some fascinating continual professional development (CPD), a concept heartily embraced by the international maritime community these days.

Good Reads

I found more written works of a professional mariner of the old school: Captain Felix Riesenber. Riesenber went to sea during the start of the 20th century. He witnessed and participated firsthand the transition from wood and steel sail to steel steam and motor ships. He earned a certification as master of both. In his publications he is noted as "Captain Felix Riesenber, Master of Sail and Steam, CE." The CE stands for civil engineer, earned at Columbia School of Engineering and Applied Sciences with only a diploma of competency from the New York Nautical School. Riesenber went to Columbia following several

years at sea and then, for something completely different, a two-year long stint assisting Walter Wellman's attempt to fly to the North Pole by dirigible. Dirigibles were in their infancy at this time and the fact that Riesenber had absolutely no experience in dirigibles speaks highly of his competency, as Wellman found Riesenber indispensable in his effort. On receiving his CE diploma and credentials Riesenber practiced civil engineering at New York city at various challenging jobs such as the City's underground water tunnels. Eventually he returned to the maritime profession as school superintendent of the New York Nautical School and master of its sail and steam training ship, *USS NEWPORT*.

Riesenber went on to document much of his experiences in an autobiography, a seamanship manual and several novels. He also contributed or edited several magazines and professional journals. All his works are well worth reading with the exception of one, *Men On Deck* (D. Van Norstrand 1918) which is a compilation of federal and international regulations interlaced with deck job descriptions. His *Standard Seamanship For The Merchant Service* (D. Van Norstrand 1922), the autobiography *Under Sail* (D. Van Norstrand 1918) and novel *Mother Sea* (D. Van Norstrand 1933) are excellent works that all professional mariner can take a lot of lessons from and are also enjoy for their authenticity. Regrettably all these titles are out of print but I have been able to locate old editions in antique stores and facsimiles on the internet.

I also had the pleasure of reading CAMM member Captain Georg Pedersen's autobiography *My 48 Years At Sea* (Georg E. Pedersen 2015.) I sailed during the tail end of Captain Pedersen's narrative and personally witnessed a little of what he experienced (and he experienced a lot). Captain Pedersen's descriptions of the life and times would make some eager to go to sea and some blush at the thought of it. There is a lot to glean from his pages for the starting or prospective mariner. (I have long since crossed the threshold.) What a great personal story (not to mention Captain Pedersen's experience immigrating to the United States from Denmark)! Hello! Hollywood?! There is a great American story here!

Online Training

I also found very valuable CPD via the United States Coast Guard Auxiliary (USCG AUX). The USCG AUX has a very robust computer and classroom-based training and education program that is linked directly with the USCG and the Federal Emergency Management Agency (FEMA). USCG AUX members, who are all civilian volunteers, can take the computer classes and attend the USCG C-schools. I took the FEMA sponsored computer based independent study course Incident Command System (ICS) and National Incident Management Systems (NIMS). These systems are the backbone of the nation's domestic emergency response in all incidents, from oil spills to tsunamis. So they are very appropriate training for any master and I highly recommend the course work. I took the classes to meet some requirements for my volunteer work with the USCG AUX but anyone can enroll in the FEMA website Emergency Management Institute independent study and take the classes.

Mary and I made a long anticipated trip to Chicago. We took in the world renowned art, architecture and museum venues there. At the Chicago Art Museum I came upon the painting "The

Nighthawks." At the Chicago Cultural Center there is a 38 foot diameter Tiffany glass dome.

At the Museum of Science and Industry is the World War II German submarine U-505. This hunter of ships was captured by U.S. Naval forces during the war and has since found a home in Chicago. Extraordinary effort has been made to make this machine the museums prize attraction. However to my surprise the museum has done a noble effort to also commemorate the target of this war machine: the United States Merchant Maine. In the portal to the submarine exhibit is a remarkable mural and tableau depicting a convoy of ships and shipwrecked sailors in a early morning twilight. There are also several educational venues about the merchant marine during the war which are all adroitly and respectfully tied in with the U-505 exhibit and well worth seeing.

Back at sea and renewals

Next year my license, transportation worker identity card (TWIC), and mariner's medical certification are due for renewal, so it's time to start planning my recurring training. In the interim I

returned to sea June 2016, where at this writing have completed our COI for the year, energized a new bridge electronic charts and data information (ECDIS) system and learned how to license and install the raster charts (note: no license, no charts.) After completing calls at our U.S. Gulf and East coast ports we proceeded to sea for Algeciras, Spain. So far, we have seen nearly a week of calm and restricted visibility as we proceed at fuel economy speed of 13.6 knots, a leisurely voyage. ☆

Captain Kevin G. Coulombe sails as master for a U.S. flag container ship company. For the last several years he sailed a USA - India service with stops in the Mediterranean, North Africa, the Horn of Africa, several coastal nations of the Sea of Arabia and a port in the Persian Gulf. Captain Coulombe serves as the sea-going vice president of the Seattle Chapter of CAMM.

Sea going Members of CAMM are encouraged and urged to contribute their "Voyage Report" to Sidelights for publication!

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Captain Smallwood serves as Master on commemorative Swift Boat Cruise

by Captain
Frederick Smallwood
CAMP
New Orleans member

I recently had the privilege of commanding a refurbished Vietnam-era SWIFT Boat, PCF-816, on a commemorative voyage along the California coast. I served in Vietnam in 1968 as Officer in Charge of such a boat, and was offered the opportunity to operate another on a cruise from the boat's home port of San Diego, California, to various ports along the coast. The boat's voyage plan called for her to sail from San Diego 12 July and make port calls at Oceanside, Newport Beach, Los Angeles, Port Hueneme and Santa Barbara before beginning the return trip to San Diego via other ports along the way. Since the boat is no longer an official Navy craft but is owned by the Maritime Museum of San Diego, she falls under commercial rules and a licensed Master was necessary. As a former "Swiftie" and holder of the appropriate license, I eagerly accepted the request to serve as the boat's Master for the first half of the voyage. Fortunately the boat's cruise was scheduled for a time when my services were not required by Captain Ed Higgins, New Orleans Chapter President and owner of Higgins Marine Services; my participation is frequently required by Higgins in the conduct of sea trials in new Navy and Coast Guard ships at Huntington-Ingalls' Shipyard at Pascagoula, Mississippi.

In the various ports, there were crew changes as relief former Swift Boat sail-

ors came aboard and others returned ashore. As many as fourteen were onboard at any given time, the number limited by the boat's official Certificate of Inspection. The boat drew large crowds in the different ports and former Swifties enthusiastically showed off their boat and related their Swift experiences in Vietnam. Perhaps of greatest interest was the visit by two former Vietnamese officers who had served in Swift Boats

of coastal surveillance and interdiction along South Vietnam's coast, with orders to prevent the flow of arms and ammunition into South Vietnam from the north. Perhaps the Swifts did their job too well, since later in the war the path for arms from the north was shifted farther inland to the so-called Ho Chi Minh Trail. When that became evident, other patrol assets in Vietnam, the boats known as PBRs, water-jet powered boats



PHOTO: COURTESY FREDERICK SMALLWOOD

Captain Smallwood alongside PCF 816 at the Los Angeles Maritime Museum.

after they were turned over to the South Vietnamese Navy. Both had relocated to the United States and both were visibly moved by seeing a craft similar to the one in which they had served.

American-manned Swift Boats served a vital role in Vietnam from 1965 until they were turned over to the South Vietnamese in the early seventies. The boats were initially assigned the task

better suited for shallow water operations, were shifted farther inland along rivers and canals and the Swifts were sent up rivers as far as their 4.5 foot drafts would allow.

At one time there were more than 85 Swift Boats in Vietnam. The 50-foot aluminum-hulled Swifts were built by Seward Seacraft near Morgan City, La.;

Continued on page 26 >>>

90-year-old Ambassador lives life of Motivation, Morales, and Mischief

Port Canaveral
Magazine
Summer 2015

Before there was a port, there was Captain Ed Lanni, the first to pilot a ship into Canaveral Harbor.

Indeed, at age 90, he has a few decades on Port Canaveral, all of which seasoned his salty spirit

incapacitation, beginning with an almost full body cast, the boy emerged from the medical facilities for the last time, able to walk, but with an obvious handicap; one that he overcame time again with wit, will and a bit of deviousness that permitted him to achieve his goal to flourish as a mariner.

along a course fraught with seemingly insurmountable challenges that the sea, some luck and a bit of guile ultimately allowed him to overcome. Ed Lanni was bestowed Ambassador Emeritus at the January 2015 Canaveral Port Authority Commission meeting, an honor he views as a fitting pinnacle to his fascinating maritime memoirs. During the May board meeting, the Commission recognized his birthday with a resolution declaring 'Captain Ed Lanni Day'.

Orphaned at age 3 after the murder of his mother and almost immediate death of his father from WWI mustard gas complications, Cocoa, as he was curiously nicknamed, along with his five siblings entered the foster care system in upstate New York near the shore of Lake Ontario. He endured years of orphanages and foster families, developing a tough personality that although challenged his caregivers, allowed him to surmount exceptionally harsh circumstances and treatment as a child.

At age 8, things took a terrible turn, as he was admitted to the hospital with a condition in his knee that made it impossible for him to walk. Rather than amputate, doctors decided to experiment on the orphan by transplanting a donated rib bone into his leg. After years of

His nautical course was set at age 14, with the unlikely kindness of a grizzled old seaman who gave him a tour of the ferry that Ed admired as he explored the docks. As Ed waited in the crew cabin while the gentleman tended to a few things, he tidied it up, which was duly appreciated by his host. He gave Ed the chance to make a little money not only from him, but also from the rest of the crew for cleaning their quarters on an ongoing basis. He eventually became a stowaway deck-boy aboard the ferry, which carried people and cars between Rochester and Canada. After a few months, the jig was up, and it was back to foster homes and school, but it was enough time to appreciate the mariners' lives and set his sights on being a captain one day.

Of course, his hobbling gait did not make it easy for the now aspiring seafarer. With the advent of war in 1942, he tried to enlist, but was deemed physically unfit for duty due to his leg. He wound up tagging along with a friend applying to a merchant maritime school. After heartfelt pleas, the school doctor agreed to give him a chance to go through training, as long as he took a typing class to ensure he had a job that he could do sitting down.

One evening, waiting with others students at a staging area in New York City, an officer with the Army Transport Service asked for all who could type. Ed being the only one to raise his hand and subsequently pass a typing test, was sent to fetch the captain of the SS CARDINAL GIBBONS from a bar so they could clear



PHOTO: COURTESY PORT CANAVERAL MAGAZINE

Captain Ed Lanni, with his uniform.

the ship. His typing paid off, as his first ship sailed at 4 and the next morning with Ed as purser. It helped to get his career started on a track that offered him great opportunity.

He was now part of the Army Transport Service, which later became the DoD-

Continued on next page >>>

In the Membership

Capt. Lanni >>>Cont'd from page 25
wide Military Sea Transportation Service under the command of the Navy, and made up of civilian merchant crews known as civilian mariners. He was thrilled when the captain made him a junior deck officer, and so he was surprised when ordered to pack his gear and leave the ship. He later realized the captain, who was quite fond of him, forced him to move on so he would pursue his third officer license, which he would not have done while aboard ship.

His new goal required him to take a series of tests, all of which he passed with ease, except one—the physical sign-off by an attending physician. The Coast Guard doctor would not sign off. Ed was devastated.

As a last-ditch effort, an instructor suggested he try an attending doctor at a public clinic who would perhaps not be as strict with requirements. He nervously took the elevator to the doctor's floor, forms in hand, and happened to run into the doctor as the doors opened. He carefully stepped out, and he made sure he walked behind the doctor to his office and sat down quickly. After a pleasant

conversation and a cursory review of his papers, the doctor signed the approval. He was elated, but daunted by the task of escaping the office without the doctor



PHOTO: COURTESY PORT CANAVERAL MAGAZINE

Captain Ed Lanni talking about a model.

noticing his severe limp.

The doctor sat chatting with his hand on the signed form as a nurse came in with a question.

With the doctor distracted, Ed feigned concern and added a bit of drama to a commotion he saw down the hall, to which the doctor and the nurse rushed to control. Ed hopped up, grabbed the form and hobbled quickly to the elevator, disappearing before the doctor could

see his limp. With the final requirement met, Ed met the Coast Guard requirements, and the new course to become a ship's officer as a Civilian Mariner was set.

Ed served on dozens of ships in as many ports from his beginnings as a purser in World War II until he retired in 1986, including more than three years as the Captain of the *RANGE SENTINEL*, based in Port Canaveral starting in 1983. He retired shortly after, choosing Cocoa as his community, and Port Canaveral as his homeport. He has brought his insight and leadership to countless community organizations, and of course lent his love of the sea, a bit of guile, and commitment to developing his homeport to his multiple appointments as a

Port Ambassador.

He is forever yearning to do more to advocate for Port Canaveral and is thrilled to have earned his Emeritus status as an Ambassador so he can continue to do so. ☆

Captain Ed Lanni, CAMM member for 45+ years, recently achieved lifetime membership.

Swift Boats >>>Cont'd from page 24
their design was based on that of the proven crew supply boats used in the Gulf of Mexico. The boats were capable of speeds up to 30 knots and were equipped with sizable ordnance for their size. They mounted three .50 caliber machine guns, two in a trainable mount over the pilot

house and one aft, an 81 mm mortar capable of both drop fire and trigger fire operation with a range of over two and a half miles. They also carried numerous small arms. The combat crew consisted of one officer, usually a Navy Lieutenant (junior grade) and five enlisted personnel with the required specialties: an



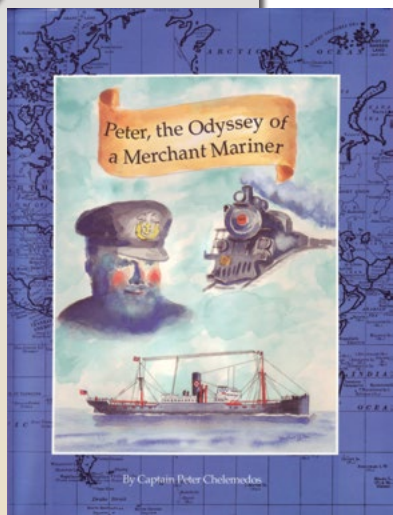
PHOTO: COURTESY FREDERICK SMALLWOOD

PCF 816 alongside the pier at Naval Seabee Base Port Hueneme, California.

engineman to take care of the twin 500 horsepower diesel engines, a gunner's mate to operate and maintain the boat's weapons, a radarman for

operational matters, a quartermaster for navigation, and a boatswain's mate for topside seamanship duties. Swifts were formidable assets for their size.

The cruise of *PCF 816*, the only remaining operational Swift, provided a unique opportunity for former Swift Boat sailors to experience again the feel, sound, and even the smell of these boats and equally importantly it provided the chance to increase awareness of the important role these men and their boats played in the Vietnam War. It was impressive to observe the visitors onboard *PCF 816* literally hanging on every word of the 70-year old Swift veterans as they vividly remembered and recounted their experiences in these boats. ☆



by Captain
Peter Chelemedos
#1671-RU

Peter, the Odyssey of a Merchant Mariner

Chapter 30: Mohawk to Alaska

May - August 1961

The *MOHAWK* returned to Portland on May 1; three days later, I rejoined her as Chief Mate to let Doug Maas have his trip off. I was told about their trip out to tow the *COMACHE* and her tow of two Liberties into Yokohama on account of her engine room being flooded by sea water during the storm. The *MOHAWK* then went to a shipyard in Sendai province to get her propeller straightened.

The port they visited there was a small fishing village and they encountered a hospitality often dreamed of. The stories I heard of this visit made me feel I really missed something.

After moving my gear into the chief mate's room, I met my new crew as they came aboard. We took stores aboard at Swan Island on May 5.

The cook didn't show up, so we stowed what we could of his stuff, meats, milk, etc. in the refrigeration box, and stacked so many cases of canned goods in the crew's quarters (until he could direct the stowage) that it looked like a grocery warehouse.

The cook didn't show on Saturday either, so I had the crew stow everything in the storeroom, and then we set about splicing new mooring lines. We shifted to the fuel dock and took on more stores. It seemed the longer we lay, the more items we found lacking from stores, such

as fresh vegetables, fruits and potatoes.

The chief engineer's wife and Kay fixed sandwiches and salad for the crew, with the assistance of George, the German messman with some distinctive ideas about cooking. The chief's wife made the comment during the process: "No wonder George isn't married. No woman would put up with him."

On Saturday night, we shifted back to Swan Island to lay over Sunday. I sent Kay home on Sunday morning's train and walked uptown Portland to a show, after which I bused and hitchhiked the last two miles back to the shipyard, arriving in time for a steak dinner George had cooked up.

Monday, we returned to the fuel dock. After topping off, went to the company's (Columbia River Navigation Company) new dock at Stebcos Mill, about three miles down river from Vancouver, Washington, to lay another thirty-six hours awaiting orders.

Wednesday, we picked up barges 546 and 508 and took them to Astoria, where we made up a tow of barges 546 and 510 for sea.

Thursday morning, we sailed up the coast with an ear to the radio for orders to Seattle. Late at night, as we neared Umatilla Lightship, we got the word to proceed to Dutch Harbor, Alaska. As we turned to leave the coast, a last-minute check of the radar showed that the three days and money spent on it at Portland hadn't got it working properly. So we turned up the straits to Port Angeles for more repairs.

As we docked at Port Angeles, three

injectors on our port engine gave out. We suspected water in the fuel we had taken at Portland. So we lay at the dock until midnight, getting all the injectors cleaned and the fuel filters purchased and installed.

Friday, we pulled the heavy surge chain out of the hold and rigged it to Barge 510, after transferring the small chain to Barge 546.

When evening came, I got a ride up to see the sights of the center of town, all six square blocks. There I met Ralph, the wiper, and we shuttled between two joints, each on opposite ends of the business district, waiting for "later when the joint starts jumping." It must have been much later, for the only jumping we saw was one of the three couples in the place jitterbugging on the small dance floor. The remaining ten or so beer drinkers sullenly looked at each other along the bar, relating their problems to the bartender or neighbor, whoever would listen.

We walked back to the ship at 11:30 and got the rest of the crew rounded up from the beer joint at the end of the pier and sailed.

Saturday, we were to head up inside of Vancouver Island, the tug getting ship-shape and ready to cross the Gulf of Alaska.

As the week progressed, our trip across the Gulf went well. One by one, the colds everyone had come down with since leaving Astoria faded. Occasional glimpses of sun through the overcast gave us our position to check the LORAN

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In the Membership

Odyssey >>>Cont'd from page 27

equipment we had just had installed, and we got the spare tow gear over hauled. The only ship we passed was a Russian trawler heading eastward.

The night of May 21, we came through Unimak Pass and into a fifty-mile gale. We bucked a bit then decided to anchor up in Akutan Bay until it blew over as Dutch Harbor would be on a lee shore and we did not have a schedule to meet.

When we tried to anchor, however, we found too much wind to hold position, as the anchor kept dragging. So we hove up and spent the day steaming up and down the bay, past the Indian village of Akutan (population eighty-six) up to the abandoned whaling station and back, finally anchoring again during a lull in the wind about sunset.

We received by radio word that our schedule would take us up to Dutch Harbor, Naknek, St. Paul Island, and up to Teller, north of Nome.

When we got underway from Akutan in the morning, we still had a twenty-knot breeze. But since the forecast was for a new storm making up, we figured maybe we should take advantage of this lull to steam the forty miles over to Dutch Harbor.

As we were leaving, I had left the towing winch drum turned off and the brake on, when I went forward to work on getting the anchor secured. The skipper speeded up, and the big barge started unreeling the wire from the winch. Skipper noticed it in time to stop when there were still two turns of wire left on the drum, and saved a day's work trying to pick up ninety feet of 2-1/2-inch chain and about 1,600 feet of two-inch wire from the bottom of the bay to get the end I nearly lost. When I leave that winch now, I make sure the "dog" is in.

We arrived in Dutch Harbor and tied the barges up to an old pier on the north side of the bay just as the southeast wind started to pick up. So we felt fairly secure at our berth.

About 5:30 we got a radio call from the fishing vessel *BERNIE*, who had lost her rudder about five miles off the har-

bor entrance. So we got underway and went out to find her. She was a boat the size of our lifeboat with a cabin over her. We towed her in before dark, with the strong forty- to fifty-knot gusts of wind we encountered. Her owner was happy to get to shelter, as he would have spent the night drifting out into the Bering Sea with no control.

The morning of May 24 dawned with patches of blue in the sky overhead. The snow-capped hills around the harbor surrounded quiet waters. The barometer was dropping, from 29.90 the previous noon to 29.47 at 4:00 a.m. After shifting about the harbor to help the *WINQUAIT* with the monstrous Barge 539, we refueled.

While the vessel lay at the fuel dock for a few hours, nearly all of the crew including myself went over to visit the town of Unalaska. We were driven over on the back of a truck through the abandoned streets of the wartime naval community. The vacant buildings, featuring paint-peeled signs such as "Harbormaster," "Fleet Post Office," "Ships Services," etc., were the only traces of this once active harbor.

On the Unalaska side, we got the postmistress from home to open up to accept mail and sell stamps, money orders, etc. Then we walked down the main street to the general store next to the Williwaw Theater ("Walls of Jericho," no soundtrack) for our shopping for all the little odds and ends we forgot at Portland and Port Angeles. Then walked around to look over the town.

The new church was being re-roofed; it apparently had just been painted. As a matter of fact, it seemed to be the only building in town with a coat of paint less than twenty years old, and that was because the old church burned down a few years ago. It was a Russian Orthodox church, founded around 1800 when the area was a Russian settlement.

While we were at Dutch Harbor, the crew finished painting nearly all the outside of the hull - black, to cover nearly all the splotches of red lead left over from the last voyage. Then the ship didn't look

so much like a refugee from a Taiwan junkyard.

We moved Barge 510 to and then away from the tanker *HILLYER BROWN* for her cargo of JP4 jet fuel.

After leaving Dutch Harbor, we encountered a fine sea but overcast skies. We passed a Japanese factory ship about twenty-five miles north of Port Moller, constructed from an old "Hog Island" freighter, built during World War I at the Hog Island yards near Philadelphia. Their main distinction was they were designed by a bridge builder and, since there were no curves in her lines, had the appearance of "being built by the mile and cut off to lengths."

The present crew had bamboo structures mounted over the entire afterpart of the ship; "four-story tenement" would about describe it. Hundreds of faces peered out at us as we passed. A fleet of small tenders hung in the davits all along her sides, and another small vessel (about 125 feet) worked the line of crab traps to the north of us.

We threaded our way through about eight miles of crab pots in the vicinity of this ship.

The next morning, we shortened our tow wire preparatory to entering the shallower waters at the mouth of the Kvichak River.

The long approaching storm reached us about 3:00 the next morning. After dragging anchor a bit, we heaved it up and steamed up and down the bay for a while. Then, as the current slacked at the change of tide, we anchored again and steamed against the anchor for another eight hours until the fifty-five knot wind dropped.

Kvichak Bay (Naknek) is a shallow bay with swift-running currents from Naknek and Kvichak rivers and a twenty-five-foot rise and fall of the tide. It is surrounded by low tundra country. Its main purpose commercially is the support of nine or ten salmon canneries here and down the coast a bit at Egekik.

We turned Barge 510 over to *WINQUAIT* and the 546 to the *NEZ PERCE*, then went alongside Barge 539 to top off fuel and

spend the night. Did I say the 539 was monstrous? Two hundred ninety-nine feet long, seventy-five feet wide, twenty feet deep and, besides carrying more than three million gallons of bulk fuel, it was stacked thirty feet high with cargo ranging from trailer vans to drums of gasoline. Towering over all this were three large cranes giving the appearance of an island more than a barge.

Two days later, we left Naknek and steamed for a beautiful, sunny cruise over to St. Paul Island in the Pribilof group. At daybreak on June 2, I saw the mountain of the island for a short while before the rain hid it. We made our approach by radar and anchored half a mile off the snow-splotted beach.

A fair breeze blew over a small southwest swell, which formed large breakers across the mouth of the village cove. I went ashore to meet the contractor, John Long, and to look over the cargo we were to load. I was shown several piles of miscellaneous construction equipment, knocked down buildings, trucks, bulldozers, timbers, lumber, tar plant, batch plant, etc. I had mentally figured we could get it all on our thirty-one-foot by 110-foot single-deck barge with little trouble at all, until I was shown into a Quonset hut about one-third full of boxes, building sections, etc., which were also to go. My mind stacked these in the space left from my previous mental calculations. Then, as we walked over to the hotel for some coffee, he pointed out the fourteen pieces of heavy equipment, generators, a thirty-three-foot trailer, a cement truck, and various items like some four-foot-by-eight-foot plywood boxes full of cased canned goods.

By the time I got them all measured and had sketched out a loading plan, I found it too late to get back to the ship, as the swells past the dock made it impossible to launch a boat. So I made arrangements to stay at the local hotel.

After more work drawing out a stowage plan with Mr. Long, I went down to the radio station to witness a ham radio operator in action. He had a rather powerful station and went into much tech-

nical detail of explanation, and turned his set on to demonstrate his power and directional antenna, which he designed by rigging a "V" antenna with each leg 688 feet long. His second attempt picked up a Seattle ham who patched in a call home for me. He tells me he can talk to South Africa with this set-up.

On June 3, we spent all day pulling our barge the 2,000 feet from the anchorage to the pier, using tractors and other equipment to pull in our rope hawser. The main obstacle was the shallowness of the water, which didn't permit the *MOHAWK* to get in closer. So we not only pulled in the barge, but also 2,100 feet of 1-3/4-inch tow wire, which, of course, dragged along the bottom. This was necessary in case the wind shifted and the tug had to haul her out in an emergency.

We got to within 100 feet of the pier by 10:00 p.m., so left it there for the night, the tow wire holding it off and the two hawsers holding it to the pier.

We went in at 5:00 a.m. the next day to pull the last 100 feet to bring the barge alongside. After breakfast, I brought my crew in to start loading and stowing heavy timbers on deck, and the construction equipment on top. This went on board little by little and, as the days progressed, the barge took on the appearance of a "Grapes of Wrath" type vehicle rather than a shipshape, seagoing enterprise. It had to be loaded in such a way that we could push her nose on the beach, unload the bulldozer to bulldoze a drive ramp, and bring the pieces off on the vehicles we carried.

Loading progressed at twenty hours per day until Wednesday midnight. About 1:00 a.m., after singling up the mooring lines and sending the crew out to the ship, I got the signal from the ship to let go. I rode the barge for an hour or so as it was towed over the shallow spots and around the island to the lee side, where I could safely transfer to the tug to a nice, warm bed. I slept for eight straight hours for the first time in a week.

During the loading, we would take time out once in a while to watch a

pair of medium-size whales play about the bay, and one huge old-timer who stayed about the bay all week blowing and spouting a fishy smelling fountain occasionally.

After lashing the cargo as best we could, we sailed for Point Spencer, on a course that passed within a mile of Walrus Island, where we could watch the hundreds of huge sea lions basking on the rocks. The island was nearly covered with a moving brown mass of life.

On June 10, the fog which had been over us all day lifted about 4:00 p.m. and revealed the ice chunks, bergs and fields all around us. We navigated the last fifty miles or so dodging through and around them, arriving in Port Clarence at 10:30 p.m. Sunset did not arrive until 11:15 p.m. and the bay was more than seventy-five percent covered with ice.

We unloaded the barge at one of the most isolated parts of the United States. During World War II, this base had been used to transfer bombers to the Russians, but had since been abandoned. The buildings, outside of having no window glass, were in remarkably good condition, no rot in the wood, just plain air-dried and solid.

The spit of land that was Point Spencer was about seven miles long and from one-tenth to three-quarters of a mile wide. The air strip was serviceable and the contractor's chartered planes landed at periodic intervals. The weather had been clear. The ice in the bay shifted back and forth with the change of tide, and light winds blew until Wednesday, when the sky became overcast and a strong southerly wind and a light rain covered us as we finished unloading the barge.

We had beached the barge in an area bulldozed out just north of where we unloaded, tying it to the old beachmaster's tower and a concrete "deadman" set in the ground.

The contractor's crew didn't waste much time setting up a campsite, as the temperature hovered around thirty-seven degrees. Monday there was noth-

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ing but a desolate, barren strip and by Wednesday a village of about thirty men had sprung up — Quonset-type insulated tents, a mess hall, repair shop, each occupied as fast as it was assembled.

We headed south for Dutch Harbor and were diverted to Naknek. We stopped at Naknek only long enough to pick up Barge 539, then headed again for Dutch Harbor.

We docked the 539 at the Standard Oil pier and started filling our own hungry fuel and water tanks.

On the voyage over, Bill Stanton, the sailor on my watch (from Coos Bay, Oregon) kept me semi-captivated with his stories of the waterfront over the past forty years, and his acquaintanceship with the writer Matt Peasley and his “Cappy Ricks,” a character based on the life of R. Stanley Dollar. He also told of old Captain Oliver Olson of the Olson Steamship Company, whose steam schooners hauled lumber from the dog-hole ports of Washington and Oregon to California for many years.

One of the tales was of the funeral of young shipowner Lawrence Phillips, Captain Olson officiating. It seemed Lawrence wanted to be cremated and his ashes sprinkled on the waters off Point Conception, outside Los Angeles Harbor. All participants in the service were standing at respectful attention on the boat deck. Captain Olson read the service and, as the ship swung into position off the point, he signaled the mate to open the box of ashes. At that moment, a vagrant gust of wind emptied the box and blew the ashes back to cover the well deck aft.

The bo’sun quietly called two of his crew to rig a hose and started washing down the well deck.

Captain Olson walked down from the ridge. Head bowed, he walked aft in dignified fashion through the standing mourners. He stopped short when he saw what was going on below. He said, “My God, bo’sun, what are you doing?”

“I’m washing Larry overboard, sir.”

“Okay, bo’sun, be gentle with him.”

Then he returned to the bridge.

The fuel we had taken aboard from Barge 539 proved to be about thirty-five percent water, and contaminated the fuel we had, so we spent the night pumping it back into 539 and in the morning shifted around to the dock to take fuel from Standard Oil.

After spending the morning overhauling the boom and rigging a new wire fall, we shifted over to Ballyhoo dock across the harbor to pick up Barge 510 and departed for Naknek.

The next day, we pulled into Port Heiden area and transferred Barge 510 to PEYAKA. PEYAKA is an LSM converted into a combination tug and freight-handling landing craft. She has a wheelhouse built high enough to see over ramp and appears to be a good craft, handy for this beach work. I would like to look into the operating costs for such a craft and, with a couple of LCMs, look to a lighterage business in Alaska. There seems to be plenty of room for such a business.

We picked up Barges 537 and 520 from TIGER and, after delivering their mail to PEYAKA and TIGER, pulled out for our destination. After a hectic weekend at Naknek with a fresh to strong southwest wind blowing up the bay, both with and against the flow and ebb of the tide, we left early on June 27. Our only damage was a bent section of rail up near the starboard bow received the previous afternoon when we were not quick enough to slip out of the way of the barge that had been hanging upstream on the tow line. It set down upon us as we swung to the change of tide.

As we sought to slip away, we backed over our tow wire, getting it in the wheel. After dropping the anchor on the barge, we finally drifted away from the barge to spend the next two hours swinging the wheel back and forward trying to shake the wire loose. It finally came loose on its own accord -the worse for wear, but loose. Then we drifted down to anchor.

During the time the skipper and crew were working aft to clear the wheel, I was working forward to clear a long piece of 3/4-inch chain from the anchor. It had

a round turn around our anchor and I had to snag it from on deck and pull it up with the winch, hold what I got, then snag some more to pull up. When I finally got enough up to drop the bight free over the anchor, I found I not only had about 100 feet of heavy chain, but also a 450-pound anchor from some barge.

Apparently it had lain for months, judging by the rust and sea growth. However, it could be cleaned up, painted and used. Not the chain, though; it was too badly pitted with rust. So I managed to get it aboard and secured it on the after deck until I get a chance to work on it.

We headed back to Dutch Harbor with Barge 537 in tow for a load to take to Shemya. Also some work on our engines and tow wire.

Two days later, we docked our barge at Dutch Harbor after limping in on one engine. Apparently, we had a broken camshaft on the starboard engine. So it was a few days’ wait until parts could be flown up from the States.

We found the Canadian icebreaker CAMSELL at the pier when we arrived and, before long, we were visited by several of the Canadian crew members. They invited our crew over to a few drinks and a movie. Since I was on watch and had to mind the store, a quartermaster from the CAMSELL stayed to visit with me. He had the foresight to bring a small sample jug with him. He left about 9:00, and the skipper and second mate returned from the movie about 10:30.

The visitor told me of having gone over to Unalaska with a couple of shipmates earlier in the day, looking for a bootlegger in this “dry” community, only to be referred to be the local missionary. They got a fifteen-minute sermon on their evil ways, and no jug. They seemed to have been doing quite well with supplies they had laid in at Victoria, though, so didn’t need any sympathy.

The following day, we worked for a couple of hours with hydraulic jacks and a sledge to straighten the bulwark and rail bent by the barge. Tough stuff, this steel. We then cut off a hundred feet



of tow wire to get the portion cut and kinked by the propeller. The barge captain of 537 came over and replaced the “D” fitting on the new section.

The crew then borrowed a truck and went scrounging in the airport dump for some large tires to use for fenders. In the evening, I went over to the Unalaska side to the store. The storekeeper told us of the costs of getting supplies: freight from Seattle to Kodiak by Alaska Steamship, storage charges at Kodiak waiting for the supply ship *EXPANSION*'s monthly voyage, freight charges on the *EXPANSION*, loading and unloading costs and transportation from the ship to the store. This all added at least fifty percent to the original cost of a case of canned goods from the Seattle wholesale house.

A week later, we took time off for Independence Day. Unalaska celebrated the holiday with foot races for the younger set, and Monday (July 3) the *EXPANSION* paid its monthly visit, bringing among its cargo, fresh watermelons (\$2.68 each) to the local market.

In the evening, the movie *African Queen* was shown, after which a record player was brought out for a dance, the first since December. Members of our crew, the barge, the *RANDE A* (a sub-chaser hull that brought up a load of sheep, horses, and a cow from Seattle) brought attendance up to about thirty persons. The bashful Aleut girls had to be literally pried out of their seats to dance with the strangers, but got into the “swing” of things as the evening progressed.

We left when the dance was over and got back to the ship in time for me to stand my watch until 8:00 a.m. Thursday, July 6, we shifted over to the fuel dock and loaded our barge. Topped off our fuel and water tanks. The *SALVAGE CHIEF* came in with her barge, and I met again with the skipper I had first met at Wake Island last March.

We returned to our berth at Ballyhoo dock around midnight. The chief engineer traded our old DC washing machine to the LUPE for an MG set to power our new AC model. However, since the MG

set was only good for 0.7 amps and the machine needed three amps, we were still without the convenience.

The parts came Tuesday afternoon, July 11. The engineers spent most of the night and all day Wednesday putting together the starboard engine. The crew finished painting the foredeck and everything on it, and installing the new washing machine in which the engineers

the north side of the Aleutian chain and inside (south) of Semisopochnoi Island (now there is a name for you). The wind was from the northeast, shifting to northwest and threatening to give us quite a “lump” in Shemya Harbor. However, it then shifted to the west and flattened out.

We docked at Shemya, having made our approach by radar in the almost



Tug MOHAWK off Point Barrow, Alaska, August 1960.

had installed a new DC motor. So, after going over to Unalaska to top off our water tanks and pick up our ship's laundry, we took the Barge 537 in tow and sailed at midnight.

I hired Ken Radike, an able seaman who worked on the converted sub-chaser *RANDE A*. He told us of the trials they had on their way up to Alaska with a load of sheep. The pilot had gotten off at Juneau and no one else on the ship had been to sea except Ken, and his experience was mainly on the Great Lakes.

Ken got them out to Dutch Harbor, after running aground once and being driven aground another time when their anchors dragged during a storm.

The passage was foggy and hazy along

perpetual fog. Fortunately, the wind held in the westsouthwest, so we had only a minimum of surge at the dock.

The harbor around us was spotted with reefs, rocks and wreckage. The beach was littered with broken pilings from the dock, which at one time extended about 500 feet farther than at present. Also, the hulk of one of Puget Sound Tug's big oil barges was on the beach. She had snapped her mooring lines while at the pier, and also broken her tow wire when *WANDO* tried to pull her to safety. A large swell from a sudden storm put her across the reef, tearing out her bottom and leaving her stranded.

I took the cook over to the big air force
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Odyssey >>>Cont'd from page 31

"composite" building to have a dentist pull the teeth he had been complaining about since we were in Honolulu last trip, but never could take time out from drinking enough to have them cared for.

In the evening, we learned that the *SALVAGE CHIEF'S* orders had been changed and she was to meet the *QUINNETI*. But since the *COMACHE* had headed for Seattle and we were the only large tug up here, it looked as if we would meet the *SALVAGE CHIEF* or one of the Seattle-chartered tugs to trade barges at sea and head north again.

We finished unloading at 1:00 p.m. July 19. After listening to Captain Royall (USAF) comment favorably on the condition of the cargo (except for some diesel oil stains on some cartons) and for the cooperation and coordination that made rapid discharge possible (in spite of breakdown of their forklift in the warehouse), we sailed.

We made a rapid passage over to Attu and docked at Massacre Bay about 9:30 p.m.

The next morning, we started unloading some odds and ends into the two old trucks we had brought along. And, since unloading is going slowly as we wait for these trucks to return after hauling their loads up the hill, I got a chance to look around.

The hillsides were dotted with remnants of Quonset huts and buildings from the once active naval station which, as in Dutch Harbor, had been abandoned. Coast Guard had about twenty-five people here at the Loran Station, and that was about the size of the population.

While at Shemya awaiting the mail the other evening, I visited with the General Electric man. He was a former Chief Engineer from the Norwegian Merchant Marine. He told me about that work and events, including being interned by the Germans at Dakar when France was taken over. He was left aboard his ship with his crew for about three months, at which time the Germans came and told them the owners had sold the ship and

the crew was to turn it over to them.

The Germans had taken essential parts of the engine ashore to prevent the crew from taking the ship to sea. The crew told the Germans that they wanted proof of the sale before they would turn over the ship. So the Germans took the crew off and put them aboard an Italian passenger ship for transportation to an internment camp at Casablanca. Before they sailed, however, the Germans came to the chief engineer and accused him of having sabotaged his ship since they could not get it started.

The chief answered that it hadn't been sabotaged, and that if the Germans would return the parts from the engine they had taken, he, with one of his men, would be happy to start it to prove it.

He and one of his oilers were taken back to the ship and supervised the re-installation of parts. Then he proceeded to start the engines, having instructed the oiler to open and close every valve in the engine room, leaving only the proper ones in position for the start in such a way that the German observer couldn't keep track.

When the engines started and shown to the German as not having been sabotaged, the chief shut them down again, having the oiler make motions with many odd valves in the process of securing the plant.

When the German protested his stopping the engines, the chief reminded him he was only brought over to prove it would run. Since he had done this, he had shut her down and was ready to re-join his crew in internment. A year or so later, he ran across his brother who said the ship was still at Dakar.

When he was released and went back to get it at war's end, he found the Germans had never been able to get it started. She had so many barnacles she could only do three knots to the shipyard.

The second to fourth days of our stay at Attu gave us beautiful summer weather, from clear sunrises against the green hills to golden sunsets and warm clear nights.

We loaded our barge with a cargo of rusty landing mats, left in the fields since the days of the war when this island was a base for some 100,000 men. Only a Loran navigation aid manned by some twenty-five people still remained. We sailed before sunset and got a view of the entire island from offshore (no fog), the snow-capped mountains standing purple and white over the flat sea. We passed Shemya around midnight, and "hove to" long enough to put Ray Waters, our beachmaster, ashore to catch a plane for Adak to prepare for our arrival there.

We stopped at Adak for half an hour to pick up a few items from the pier. Then away again to sail through Great Sitkin Sound in the sunshine. The mountains touched with snow and clouds towered above the bay and channels as we proceeded eastward to Dutch Harbor.

Sea otters playing around the bay held our attention. One mother was floating backwards with her baby across her chest, feeding it fish she held up with her flipper like a bunch of grapes. All the while she watched us with a wary yet nonchalant eye.

We docked at Dutch Harbor to pick up a cargo of oil for Cold Bay to be delivered on our way to Seattle. The weather had been overcast and a brisk breeze blew across the bay in the evening. Brisk, though warm - seventy degrees or so. It portended rain as the night progressed.

We steamed eastward past Akutan Island. Mount Shishalden rose, snow-capped and majestic, above the blue horizon off our port bow as we headed into Unimak Pass. The song the vibration of the propeller far below us sang, echoing the feeling in our hearts—"We're going home."

At Cold Bay, snow-capped tiers of volcanoes peeked out above the fog blanket surrounding them. A stiff southerly breeze blew all day. It did not delay the pumping out of our cargo of fuel oil. At 11:00 p.m., we were underway again. Our next stop, Puget Sound country. Seattle or Tacoma, we weren't sure yet which it would be. But home. ☆

From the desk of

Secretary-General Captain Jim Scorer



Newsletter 10
July 2016

In my first foreword to our newsletter, I would like to say how honored I was to be asked by the Executive Council to become your new Secretary General in May this year. I had to hit the deck running to be prepared for my first Annual General Assembly two weeks after joining and I must thank Paul Owen for his excellent briefing and handover, having kept a steady hand on the tiller after my predecessor stood down last year. I would also like to thank the Turkish Ocean Going Ship Masters Association for hosting this year's Assembly which was an unequivocal success and their President, Captain Mehmet Birol Bayrakdar, and his team really set a very high benchmark for other Associations to follow.

Prior to joining, I was able to spend a day with the Executive Council to discuss their vision for the future and the development of a new Strategic Plan that will be the focus of our attention over the next few years. The President presented what the Council sees as the most important issues to the Annual General Assembly. These issues generated some very useful debate and were agreed by all present and as such, I draw your attention to the report of the proceedings posted on the website. You will also have seen the questionnaire that was recently sent to you all seeking your views on our Federation and I urge you to complete this important piece of work

for the Secretariat to evaluate and to help inform the new Strategic Plan.

Since joining, I have been struck by the important role that IFSMA has on the world stage with its seat as a non-governmental organization at the International Maritime Organization where IFSMA is held in very high regard. This was reinforced to me at a recent meeting I had with IMO Secretary General, Mr. Kitack Lim, who is looking to IFSMA to build a coalition of like-minded organizations to identify and focus on some key seafaring issues where change is desperately needed. Examples of which are criminalization, bureaucracy, fatigue and stress, manning levels and training/experience. To this end I want to see our member associations and individual members be much more involved in these proceedings. Over the coming months I will be contacting you to seek your views and ask for your assistance in driving this forward.

IFSMA represents nearly 12,000 serving shipmasters who are faced daily with the difficulties of command at sea where often ship-owners focus more on short term profit for themselves and their shareholders rather than prioritizing on improving the onboard working conditions of their crews. The voice of the shipmaster needs to be heard so that we are able to confront and bring change in the desperate need to improve seafarers' human rights and respect issues. One area of immediate concern for the executive council and me is how IFSMA headquarters communicates with its associations and individual members and how those members communicate with IFSMA headquarters. To this end a new communications strategy will be pub-

lished as part of our new strategic plan.

IFSMA Assistant Secretary General, Captain Paul Owen, spends a lot of time populating the IFSMA website with important information relevant to you, which he gleans from a plethora of information across the maritime media and information spectrum worldwide and well as proceedings from the IMO. Additionally, he produces this very informative newsletter highlighting key issues that we feel important to communicate to you for your information and was posted bi-monthly on the IFSMA website. Investigation has revealed that this newsletter is not as widely read as previously thought, so in addition to its being posted on the website I have decided that we will also email it to you for wider distribution to the individual members of each of the associations to try and reach a larger number of our 11,000 individual shipmasters and get you more involved in IFSMA business. You will also find that he has inserted hyperlinks on key issues where more detail can be found on the IFSMA website. I hope you will find this helpful and I would very much appreciate your feedback.

Finally, the President, Executive Council and I were delighted that the Council of American Master Mariners has offered to host the 2017 IFSMA Annual General Assembly and we hope to be able to inform you of more detail on this in the very near future. I very much look forward to meeting many of you there. 🌐

www.ifsma.org



Global treaty to halt invasive aquatic species to enter into force in 2017



IMO Press Briefing 22
September 8, 2016

Accession by Finland has triggered the entry into force of a key international measure for environmental protection that aims to stop the

spread of potentially invasive aquatic species in ships' ballast water. are not native. Untreated ballast water released at a ship's destination could potentially introduce a new invasive aquatic species. Expanded ship trade and traffic volume over the last few decades has increased the likelihood of invasive species being released. Hundreds of invasions have already taken place, sometimes with devastating consequences for the local ecosystem.



The BWM Convention will require all ships in international trade to manage their ballast water and sediments to certain standards, according to a ship-specific ballast water management plan. All ships will also have to carry a ballast water record book and an International Ballast Water Management Certificate. The ballast water performance standard will be phased in over a period of time. Most ships will need to install an on-board system to treat ballast water and eliminate unwanted organisms. More than 60 type-approved systems are already available.

GloBallast programme

Since 2000, the Global Environment Facility (GEF)-United Nations Development Program (UNDP)-IMO GloBallast Partnerships Project has been assisting developing countries to reduce the risk of aquatic bio-invasions through building the necessary capacity to implement the Convention. More than 70 countries have directly benefitted from the award-winning project.

GloBallast has recently been developing and running workshops on ballast water sampling and analysis to prepare

States for the entry into force of the treaty. Free-to-access online learning tools have been made available, including an e-learning course on the operational aspects of ballast water management.

The GloBallast programme also engages with the private sector through the Global Industry Alliance (GIA) and GIA Fund, established with partners from major maritime companies.

Examples of invasive species

The North American comb jelly (*Mnemiopsis leidyi*) has travelled in ships' ballast water from the eastern seaboard of the Americas e.g. to the Black, Azov and Caspian Seas. It depletes zooplankton stocks; altering food web and ecosystem function.

The Zebra mussel (*Dreissena polymorpha*) has been transported from the Black Sea to western and northern Europe, including Ireland and the Baltic Sea, and the eastern half of North America. Traveling in larval form in ballast water, on release it has rapid reproductive growth with no natural predators in North America. The mussel multiplies and fouls all available hard surfaces in mass numbers.

The North Pacific seastar (*Asterias amurensis*) has been transported in ballast water from the northern Pacific to southern Australia. It reproduces in large numbers, reaching 'plague' proportions rapidly in invaded environments.

Further information on ballast water management can be found www.imo.org/en/MediaCentre/HotTopics/BWM.

spread of potentially invasive aquatic species in ships' ballast water.

The International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention) will enter into force on 8 September 2017, marking a landmark step towards halting the spread of invasive aquatic species, which can cause havoc for local ecosystems, affect biodiversity and lead to substantial economic loss.

"The spread of invasive species has been recognized as one of the greatest threats to the ecological and the economic well-being of the planet," said IMO Secretary-General Kitack Lim.

"These species are causing enormous damage to biodiversity and the valuable natural riches of the earth upon which we depend. Invasive species also cause direct and indirect health effects and the damage to the environment is often irreversible," he said.

The ballast water problem

Ballast water is routinely taken on by ships for stability and structural integrity. It can contain thousands of aquatic microbes, algae and animals, which are then carried across the world's oceans and released into ecosystems where they

Plight of Ship Masters



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

Shipping by its very nature is international in character, engaged in transportation of personnel

and goods from country to country. International shipping connections are a manifestation of global economy and globalization which have an immense impact on the way commercial shipping is conducted. Today, a ship can be financed in one country, owned by a company in another country, flagged in another, while her cargo maybe owned by another set of companies in a different country. The master may be a national of yet another State. Whilst serving at sea, seafarers are exposed to a variety of laws and jurisdictions with widely differing standards, legal provisions and penalties. A spate of recent incidents have gained notoriety through national and international media, and stunned the seafaring community as seafarers are unfairly treated and subjected to indignities on flimsiest of grounds and even imprisoned when they were not even involved and no culpability could be attached to them.

Evolving culture in international arena harasses and imprisons masters of ships at will of local authorities, especially as a master personifies his ship. Every time there is a marine accident, which may not even involve the ship, a first action of local authorities is to arrest or detain her master. If there is a pollution incident, a collision or stranding which is contributed to by stupidity of a local pilot or inadequacy of traffic control, they throw

the Master in jail!? Everything from a collision to a bill of lading dispute can result in an arrest of the Master, who is detained as a hostage pending conclusion of legal proceedings. Shipmasters operate under very harsh and unforgiving environments today. This has worsened with the concept of sister ship while applying the age old principle of maritime lien. Shipmasters know well that if their ship caused a casualty or has been supplied with necessities, she is liable to make good the loss or to remunerate the supplier.

With the concept of sister ship, a master safely docked in a harbor may face arrest because a sister ship has caused damage or has been supplied with necessities by a supplier in *that* jurisdiction and has not been paid. Even though a sister ship maybe detained, there seem to have been no cases in which the master of a sister ship has been penalized, especially since it was not under his signature that supplies were made. Yet in the past, with compact shipping companies and mainly permanent senior seafarers, a master knew of every ship in the fleet and would soon come to know if there was any problem to one of the ships. Today, because ship owners operate their fleets under different flags, different names plus prevalent management systems, short term employments and what not, a master may not know about other ships in the fleet, especially since he himself is on short term employment of six months or less and serves different ships of different owners.

Legal protection

Legal protection has been envisaged in UN Convention on Law of the Sea, 1982, which has been ratified by 168 world governments. IMO adopted many resolutions in important conventions and codes, to protect masters.

Article 73 of UNCLOS deals with 'Enforcement of laws and regulations of coastal State.' It expressly enjoins:

(i) *Arrested vessels and their crews shall be promptly released upon posting of reasonable bond or other security;*

(ii) *Coastal State penalties for violations of fisheries laws and regulations in exclusive economic zone may not include imprisonment in absence of agreements to the contrary by States concerned, or any other form of corporal punishment;*

(iii) *In cases of arrest or detention of foreign vessels, coastal State shall promptly notify flag State, through appropriate channels, of action taken and of any penalties subsequently imposed.*

IMO Resolution 443(XI) adopted on November 15, 1979, invited governments to ensure that the master is not constrained by the ship owner, charterer or any other person from taking any decision which, in his professional judgment, is necessary; and that the master is protected from unjustifiable dismissal or unjustified action by ship owner or any other person, as a consequence of proper exercise of his professional judgment.

IMO Resolution A 741(18) adopted on November 4, 1993, was incorporated

Continued on page 36 >>>

Plight >>>Cont'd from page 35

in preamble of ISM Code and by reference into new Chapter IX of SOLAS Convention.

ISM Code contains a clear statement, emphasizing a master's authority and responsibility to make decisions with respect to safety and pollution prevention and to request the company's assistance as may be required.

Professional judgment of shipmaster is again recognized as "best effort" in the new Chapter V of SOLAS titled, "Master's Discretion for Safe Navigation".

Safegaurds insufficient or ignored

Regrettably, despite all this, recent events have amply shown that these safeguards have neither been observed nor are sufficient to protect him. This is illustrated by the following incidents involving shipmasters.

The hull of the *MT ERIKA* cracked in the Bay of Biscay in December 1999, when off the coast of France, the master of this ship was refused port of refuge. The master acted professionally and managed to save lives of all seafarers on board, yet was briefly jailed in France. Technical committees of P&I clubs returned a finding that the primary cause of the disaster was the poor state of the tanker, not incompetence of her master or crew. This case led to the introduction of the Mandatory Ship Reporting System.

The fully laden super tanker *HEBEI SPIRIT* was safely anchored in a designated anchorage when she was holed in her cargo tanks as a consequence of tow line parting a tug and a crane barge passing nearby. Despite the best efforts of her master and chief officer, the crane barge drifted onto and rammed the anchored super tanker, causing 10,800 tonnes of oil to spill into the harbor. Local authorities imposed an 'exit ban' on the master, chief officer and some crew members of the *HEBEI SPIRIT* to prevent them from leaving port. Courts imposed jail sentences on the *HEBEI SPIRIT*'s master and chief officer. With support of ship

owners, management agents and backing of shipping fraternity, both officers were allowed to go home after wrongful detention for many months.

Konstantinos Spiropolous, Greek master of tanker *MT NISSOS AMORGAS*, was arrested when the ship grounded in Maracaibo Channel on February 28, 1997. She struck an underwater obstruction while being piloted. The Venezuelan government detained the ship and master for a prolonged period. Similar detentions were suffered by British Master Captain Donald Shields when his Panama registered VLCC *SEKI* was involved in collision off Fujairah on March 30, 1994, and the master of Hong Kong registered *MV UNION* which grounded in Kammum Kaikyo, Japan, in February 1995.

In November 2002, the *MT PRESTIGE* reported a 25 degree list. The master's request for a port of refuge was declined. Instead she was towed 133 miles out to sea by Spanish authorities. An unarmed merchant ship, in serious trouble and pleading for help, was forced to sink six days later and the master jailed in Spain.

VLCC *TOSA* was on her way from Korea to Singapore under charge of qualified navigating officers at all times. The master left clear night orders in accordance with STCW Convention and that he should be called "if in doubt." Next morning his ship was accosted by Taiwan Coast Guard. They accused the ship of having collided with a Taiwan fishing vessel with loss of two fishermen. When hull of the VLCC was inspected, no trace of a collision was found. They were forced to be diverted to Taiwan from high seas, outside jurisdiction of Taiwan. The watchkeeping second officer, lookout man and master were charged with causing death of two fishermen, even after media reported that Japanese Coast Guard had found that their ship was nowhere near the place where the collision incident was reported to have occurred. The crew was detained approximately 18 months while the India National Captain Glen Patrick Aroza was held for nearly two years by

Taiwan authorities.

From the foregoing cases, it is abundantly clear that evidence in similar cases is either flawed or manipulated by local authorities, with growing tendency to criminalize the master and other seafarers. This gains credence because of evident flaws in investigation or expert committee reports which eventually influence their detention and judgment of courts. Elementary principles of natural justice and fair treatment including guidelines of IMO are ignored in favor of technical reports of doubtful validity.

Falling Standards

Apart from the above, in recent years, the shipping industry has been characterized by increasing concern over falling standards of vessel operations, necessitating international maritime rules as evidenced by greater frequency of ship inspections by insurance, chartering and port State interests. IMO has adopted many protocols or codes which cast greater burden and responsibilities on the master and crew. The net effect is the world merchant fleet is now subject to more inspections than at any time in maritime history.

Standards of ship operations vary from highly professional ship owners to unscrupulous owners who disregard even basic requirements of safety and pollution-free operations. Fragmentation of the shipping industry has impaired the position of the master and relationship of seafarers with the ship and shipping company. This has destroyed mutual trust and loyalty, which was the hallmark of this relationship.

Since the 1960s, many States have sought to assert their economic independence by forming their own shipping companies. The number of flags of convenience increased as ship owners in traditional maritime countries sought flags that were less demanding from a tax point of view and offered more flexibility for employment of cheaper seafarers.

Today, most owners leave operation of their ships to ship management companies and manning agencies to sup-

ply increasing proportion of seafarers from different jurisdictions. Increased use of flags of convenience, management companies and manning agencies has weakened the links between seafarers, ships and owners. This adversely affects a seafarer's loyalty to ship owners and pride in his ship. Owners consider themselves absolved of any legal or moral obligation to look after their seafarers. Unscrupulous ship owners do not even hesitate to abandon a master, officers and crew when there is a mishap or an incident, leaving them to whims and fancy of local authorities, especially since they are insured against their financial risks.

The international maritime industry lives in age of open registers, multi-national crews and absentee owners. Traditionally, the flag state is responsible to ensure that IMO standards and requirements are enforced. Increasing diffusion of the industry means that managers, insurers, classification societies and so on may be outside of flag State jurisdiction. It is of greater concern when the flag State is relatively new to shipping and has neither the knowledge, experience, nor resources of traditional shipping nations.

What happens next?

Concerned maritime organizations must bring the plight of seafarers to attention of the IMO and world maritime industry, to adopt more suitable measures to ensure that seafarers serving on board merchant ships are treated with dignity and respect at all times; and in the event of a mishap occurring on board or at sea, they are not unduly harassed or unjustifiably detained. They must have basic human rights of life, liberty and security of person. Legal protection available under UNCLOS and guidelines issued by IMO or ILO must be duly observed. Local authorities must not rush for handcuffs before finding out what happened, what went wrong, what harm or damage has been caused and who is responsible? Fair laws must support good practices.

National parliament in Canada passed a law in 2005 making pollution incident

a criminal offense regardless of whether there was any willful misconduct. Similar legislation has been passed in the European Union. In the *MV FULL CITY* pollution incident in South Korea in late 2007, the ship's crew could not leave Korea for 18-months and were in prison for some of the time.

The shipping industry can not attract high quality officers and engineers if it

cannot protect them. Problem of treatment of seafarers must be taken up for discussion and remedial action. ☆

Captain A.K. Bansal is a member of the Company of Master Mariners of India, teaches Master revalidation courses and though qualified as a Bar-at-Law in India and the U.K., does not actively practice law.

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ACCEPTING APPLICANTS

The Oregon Board of Maritime Pilots and Columbia River Bar Pilots are currently accepting applicants to fill expected vacancies in the next few years. Applicants must have at least one year sea time as Master on ships over 5,000 GT to apply and two years sea time to be accepted. The pilots are an equal opportunity organization looking for Captains with a broad range of experience, capable of working in the demanding conditions of the winter bar, have the command personality to handle the wide ranging decision making required and be willing and able to contribute to the running of the business side of the organization.



Contact:

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Join forces with America's Master Mariners

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

CAMM's issues are your issues

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

CAMM advances the professional profile of our industry

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

CAMM builds partnerships

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

Representation at IMO through IFSMA

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

CAMM is on your side

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

CAMM supports maritime education

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

Apply at www.mastermariner.org/membership



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



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



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





Membership Application

The Council of American Master Mariners, Inc.

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

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

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

Present Occupation:

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

Current USCG License:

Type:	Limit:	Expiration:
Endorsements:	Limits:	

Original USCG License:

Type:	Date Obtained:
Place/Institution obtained:	

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

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

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

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

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

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

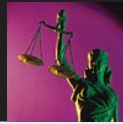
Please return this application with a copy of your Master or Pilot's license with a \$115 check (\$75 annual dues + \$40 application fee) payable to: The Council of American Master Mariners, Inc. Mail to Liz Clark, CAMM Membership Chair, 3100 NE 48th Ct. Apt #214, Lighthouse Point, FL 33064-7159.

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

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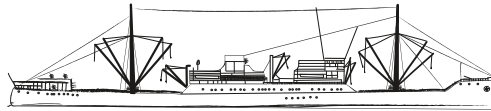
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