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Sidelights

December 2017 Vol. 47, Nº 5

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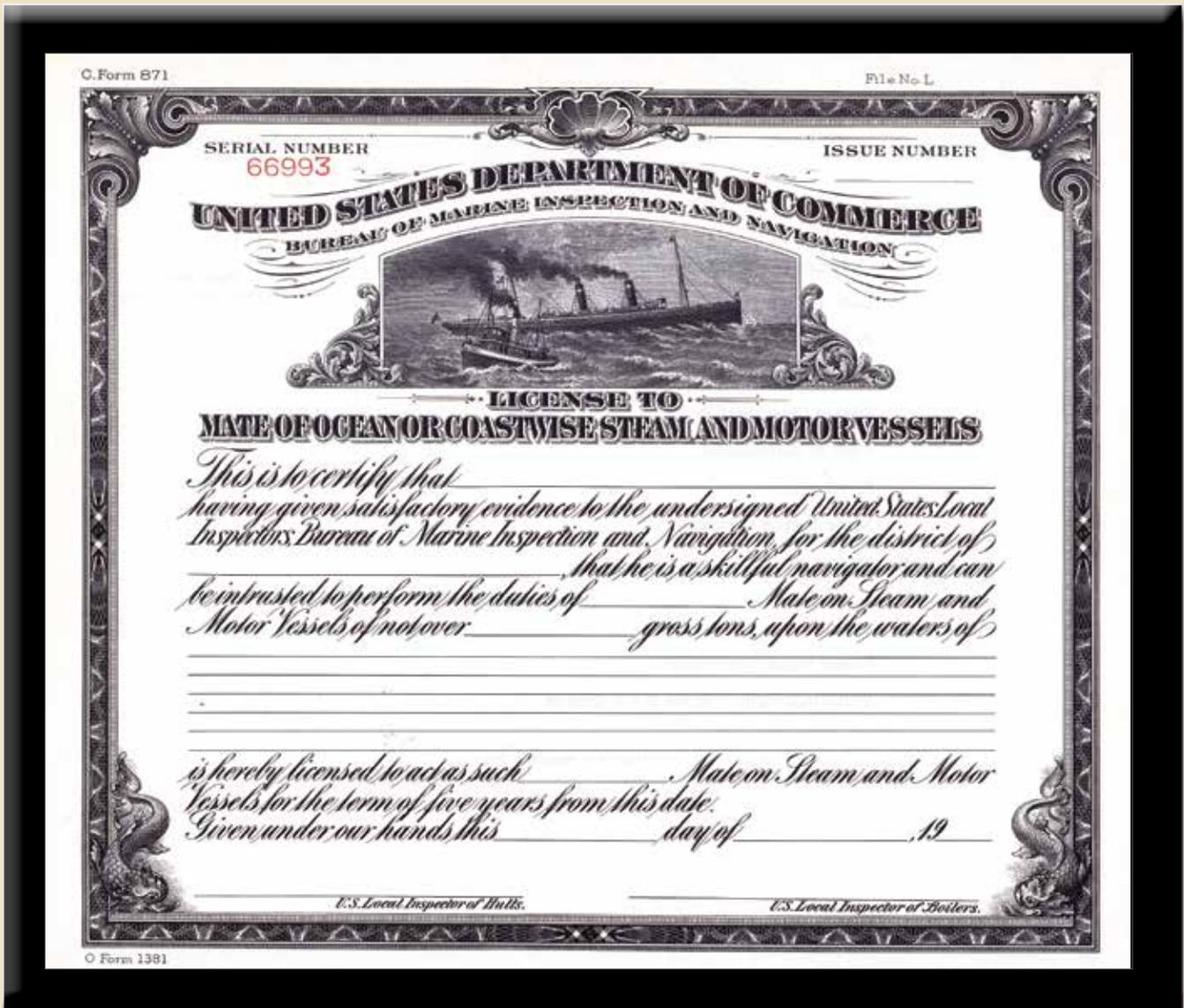
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Department of Commerce
Bureau of Marine Inspection and Navigation License
Mate, Oceans and Coastwise, Steam and Motor



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The above license, from the Bureau of Marine Inspection, would be for a Third, Second, or Chief Mate. Any restrictions as to tonnage or specific waters the license covered would be filled in by the inspector. Note the tug boat in the picture. The tug only appears on Mate's licenses; it is not on a Master's license of Steam and Motor.

In This Issue



ON THE COVER

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Capitol in Washington, D.C.
ARCHITECT OF THE CAPITOL

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TO SUBMIT MATERIAL

We welcome your articles, comments, illustrations and photographs. Please email to Sidelightsarticles@mastermariner.org or Sidelightseditor@mastermariner.org or mail your submissions to *Sidelights* Chair
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All submissions will be reviewed, but are not guaranteed to be published.

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Issue	Submission	Release
February	Jan. 22	Feb. 15
April*	March 5	April 1
June*	May 12	June 15
October	Sept. 1	Oct. 1
December	Nov. 1	Dec. 1

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



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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.



Captain Jeff Cowan
CAMM National
President
#3070-RU

Reduction in Propulsion Issues Continue!

"If it's gray, stay away"

In October, I attended the biannual West Coast Harbor Safety meeting held in Long Beach, CA aboard the *SS Queen Mary* and in early November, traveled to the east coast to attend the Navigation Safety Advisory Council (NAVSAC) meeting.

Several items of interest were discussed at these meetings.

At the Harbor Safety Meeting, it was learned that wind farms are coming to West Coast waters. At this time, they are slated for the area off Avila Beach and Morro Bay, CA. The soon to be deactivated Diablo Canyon Nuclear electrical generating plant is located in this region and the wind farm site would perfectly feed into that power grid. How this will affect offshore traffic is unknown at this time. The wind farm completion is set for 2040.

Reduction in propulsion issues, that occur with ships travelling on the Columbia River and other ports around the country, continue. Loss of Propulsion (LOP) has declined since the Emission Control Area was enacted in 2015. This requires ships to change to Ultra Low Sulfur Fuel Oil 200 miles from the United States as opposed to the 2009 requirement which mandated changing to Ultra Low Sulfur Fuel twenty-four miles prior to entering California waters. The change allows more time to correct problems, but LOP numbers remain above those reported prior to 2009.

The Navigation Safety Advisory Council (NAVSAC) completed recommendations for instances involving use of Ultra Low Sulfur Fuel Oil (Task #16-01). Their most interesting recommendation advised that ships should report reduction in propulsion issues. Currently, Loss of Propulsion requires a report to the US Coast Guard to be filed on Form 2692. Given the distinct operational differences between the Heavy Fuel Oil and Low Sulfur Distillate Fuel Oil they also recommended and advised that ships should have two pilot cards - one for each type of fuel used.

At the NAVSAC meeting, the Coast Guard asked our opinion on reporting near misses (i.e. touching bottom, near groundings, extremis situations, etc.). Since the Coast Guard wants to be the clearing house for these reports, I recommended that until the person reporting could remain anonymous and not be faced with legal prosecution, I would advise members of CAMM and others not to report near misses. I stated that the only way this could work would be if another entity administered the collection of near miss data.

Another item discussed by NAVSAC was the replacement of physical aids to navigation with Automatic Information System (AIS) signals. These signals only appear on radar or Electronic Chart Display and Information System (ECDIS). This means the buoys appearing on radar of ECDIS would not be visible to a lookout or bridge team members looking out the porthole. Reason cited for this change? Money. It costs upwards of \$50,000 to put a physical buoy on station versus \$0.72 to power an AIS signal that is only apparent via electronic means. Note: NAVSAC previously formulated a resolution on this subject in 2015. #15-01. (https://www2.sfm.x.org/dms/resource-manager/uploads/FOR_YOUR_INFORMATION_2017_09_13_00-45-AM.pdf).

Imagine not having to continually explain to the USCG the need for physical navigation aids per NAVSAC resolution #15-01. A presentation on their value, in real world terms, was presented at our last meeting. This should help the USCG understand the importance of physical aids to navigation. I heard a saying while working for the CA Office of Oil Spill Prevention and response: "That which is saved in prevention will be paid many times over in response." In other words, why is there always enough money for response but not enough for prevention?

The final reports of the USN Fitzgerald and McCain have come out and lend credence to the motto used aboard American Merchant Marine ships, "If it's gray, stay away!" As I noted in my last View, the United Kingdom Royal Navy had this problem and their fix was to have all of



Council of American Master Mariners Annual General Meeting and Professional Development Conference

**Save the Dates - May 2-4, 2018
Moody Gardens Hotel in Galveston, TX**

Details to be announced in the next issue of Sidelights and on the Website

Notice from the President: This is an election year.

**All nominations for National Officers must be submitted to the
Nominating Committee by**

January 15th, 2018

**Captain Pat Moloney is Chairman of the Nominating Committee. See CAMM's
By-Laws for rules covering nominations at www.mastermariner.org – go to
"Membership" and select By-Laws (Article VI).**

You can contact Captain Moloney at captmoloney@mastermariner.org

**Lalonde Nominations are due by January 15th, 2018. Captain Moloney is the
Lalonde Committee Chairman.**

their line officers tasked with bridge watches to qualify for the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) Certificate. STCW sets qualification standards for masters, officers and watch personnel on seagoing merchant ships.

Annapolis graduates going into the aviation programs, must attend additional schooling for one to one and-a-half years before stepping into a plane. Likewise, those slated for the submarine fleet must complete the same amount of time in specialized training before stepping aboard a nuclear submarine. Graduates slated for the Surface Fleet do not undergo any additional training. Shouldn't the

requirement be the same for the Surface Fleet? Imagine how much safer it would be if Annapolis graduates knew the International Collision Regulations (COLREGS) when traveling in congested waters with merchant ships. ↓

Steady as she goes,

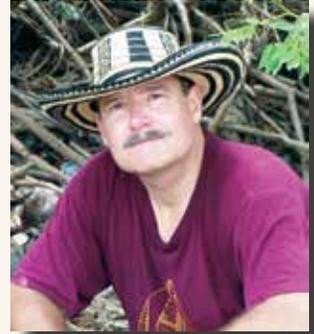
Captain Jeff Cowan, #3070-RU
CAMM President



CROSSED THE

CAPTAIN GEORGE LOWE ALLEN, CAMM #2611

Born October 22, 1952 in Hays KS, Captain George Lowe Allen died in Panama City, FL on September 10, 2017. He was diagnosed with Pulmonary Fibrosis, for which there is no cure (except a lung transplant) and he apparently had it in both lungs. A 1978 graduate of Maine Maritime Academy, George was the embodiment and culmination of a sailor's captain, very passionate and proud of the experience and titles he earned throughout his career. One of his very first assignments was on the *USS Aeolus* (ARC-3). He worked in the Panamá Canal as a Tug Boat Officer and then became a Senior Pilot in the Panamá Canal. When asked, George provided consultations about the Panamá Canal. A Commander in the US Naval Reserve and Instructor Harbor Pilot for the Navy at Port Hueneme, CA, he enjoyed karate, surfing, and his farm.



Captain George Lowe Allen

CAPTAIN PETER G. BONEBAKKER, CAMM # 1543-RU

Peter G. Bonebakker, 70, of Benicia, California passed away November 3 at home surrounded by the love of his family. He was born in Santa Barbara in 1947 and called Benicia his home since 1995. Pete graduated from the California Maritime Academy in 1968 and worked as a merchant mariner for more than 46 years. He earned his Unlimited Master's license in 1975 and sailed as Captain for almost 30 years. Pete ended his career working ashore for the Phillips 66 Co. as the West Coast Marine Terminal Advisor. He was actively involved in the maritime industry, serving on many boards and advisory committees which helped shape California's Maritime policy and standards. He was a member of The Council of American Master Mariners (CAMM) for many years. In addition to his love of seamanship and navigation, Pete had a passion for cooking, always trying and improving new recipes. He enjoyed woodworking and most of all spending time with his family and friends. As one of his colleagues expressed, "Pete was the epitome of a professional mariner and the embodiment of a true friend to all." Pete is survived by his wife, Susan, son Peter (Sara Bonebakker), daughter Catherine Bonebakker, brother Erno Bonebakker, sisters Helena Appleton and Connie Fuhrman, granddaughters Grace Elaine and Amelia Dawn Bonebakker. Pete, also, cherished his strong ties to all his nieces and nephews.

Donations in his name may be made to Hospice of the East Bay at www.HospiceEastBay.org. or The Seamen's Church Institute at www.donateseamenschurch.org.

CAPTAIN WILLIAM GLENN, JR., CAMM 2139-RU

Captain William Powell "Bill" Glenn, Jr. passed away on September 23, 2017. Bill was born in Lake Charles, Louisiana on October 7, 1959. He traveled all over the world with his parents and sister, Tracy, as his father honorably served in the United States Air Force. A 1981 graduate of Texas Maritime Academy at Texas A&M Galveston, Bill joined the Merchant Marine and worked hard to obtain his Master's License, unlimited tonnage. He enjoyed his time at sea, ending that period as the Captain of an oil rig in the North Sea. Bill entered the legal profession graduating from Franklin Pierce Law School in Concord, NH 1992. He left his post on the oil rig and, while working at the Galveston County District Clerk's, met his wife to be, Doryn Danner. They married in 1993. He spent his entire Law Career at Royston, Rayzor, Vickery and Williams, primarily in maritime and intellectual property. He was recognized for his many legal achievements and was named as a Texas Super Lawyer from 2014 to 2017. Bill was an adjunct professor at the Texas Maritime Academy at Texas A&M in Galveston, teaching maritime law, marine insurance and other courses over the last 16 years. Beyond his professional involvements, Bill's true passion was scouting. He was an Eagle Scout, and he made sure that his son began to participate in scouting at an early age. Bill was a devoted husband and father and supportive of his wife and children in all ways and at all times. His family was his top priority. His spirit and goodness will live on through them. Bill is survived by his wife of 24 years, Doryn Danner Glenn; his daughter, Bailey Glenn; his son, Jackson Glenn; his parents, Powell and Erin Glenn; his sister, Tracey Stevens, and

FINAL BAR



husband, Mark; his nephew, Michael Stevens; his nieces, Isa and Ivy Danner; mother-and-father-in-law, Jack and Vera Danner; and his brothers-in-law, Andrew Danner, and wife Valerie, and James Danner and wife, Thuy. He is preceded in death by his maternal grandparents, Red and Fletcher Anderson; his paternal grandparents, Ohle and Joe G. Glenn, Sr.; his uncle, Joe G. Glenn, Jr.; and his precious niece, Helen Elizabeth Stevens. Memorials can be made to Boy Scouts of America Troop 123 or First Lutheran Church at 2415 Winnie, Galveston, Texas 77550.

CAPTAIN EARL STUART MEALINS, CAMM # 1133 RU

Captain Earl Stuart Mealins passed away November 8, 2017 in Torrance, California surrounded by his family. He was born on January 8, 1940 in Chicago, Illinois and had lived in many places including Illinois, Minnesota, Connecticut, New York, Alabama and California. He was a proud alumnus of the United States Merchant Marine Academy (USMMA), class of 1963. After graduation he sailed the world as an officer on merchant ships for 10 years rising to the rank of Captain. Upon “coming ashore” he continued to work in the maritime industry, ultimately becoming the President of West Coast Shipping company, a subsidiary of Unocal. Earl was a man of many passions. He was an avid reader, runner and bicyclist and enjoyed researching and “playing” the stock market. He was a proud alumnus and board member of the USMMA Los Angeles/Long Beach Chapter and a supporter and one-time President of the Torrance Sister Cities Association. He was a Distinguished Toastmaster and served various capacities within the organization and enjoying mentoring new members. He loved to tell stories and jokes and enjoyed sharing his passion of reading and storytelling with pre-school children in the South Bay area. Most of all, he enjoyed ending the day in his backyard with friends and family while “splicing the mainbrace.” Earl is survived by his first and only wife of 44 years, Kathleen (LeBeau) Mealins, his daughter Amy Mealins and son Jason Mealins, daughter-in-law Kimberly (Burke) Mealins, two adorable grandsons Wyatt Richard and Grant Earl Mealins, brother Brian Mealins, sister-in-law Cyndie Renfrew, and sister-in-law Kay (Fleming) Mealins, as well as numerous nieces, nephews and cousins. Earl was predeceased by his parents and his oldest brother Bruce Mealins. In lieu of flowers, donations can be made in his name to the United States Merchant Marine Academy Alumni Association and Foundation (<https://www.usmmaaf.com>) and the American Cancer Society (<https://www.cancer.org/involved/donate>).

CAPTAIN RALPH T. MUELLER, CAMM #2413-RU

Long-time member of the Tampa Bay Chapter, Captain Ralph T. Mueller, Cross'd the Final Bar on October 9, 2017 at the age of 88. Captain Mueller was born in Rockville Center (Long Island), NY on October 11, 1928. Ralph was a loyal member of The Council of American Master Mariners (CAMM) and the Tampa Bay Chapter since 1994. Captain Mueller started his maritime career in 1946 and “came up through the hawse pipe.” His first ship was the S.S. Fort Williams with Union Oil where he served in an unlicensed capacity. He received his original license in 1959 as Third Mate of Steam or Motor Vessels Any Gross Tons – Oceans. Captain Mueller's first command was the *S.S. American Challenger* with United States Lines. He was Master of the GTS ADM William M. Callaghan with American Foreign Shipping when he retired in June 1994. In retirement, Ralph was the proud owner of a sailboat, the *Sea Eagle*, until 2016. The bell aboard this sailboat was originally taken from a Holland America Line Passenger Ship, the *Nieuw Amsterdam*, built in Rotterdam, Holland in 1937. At the end of Captain Ralph Mueller's service, Eight Bells were struck by his close friends Donna Sheriden and Sonny Thornton. The bell used was the one from Ralph's Sailboat. Rest in Peace Captain Mueller.

CAPTAIN JOHN WINTERLING, CAMM # 2828

Captain John Winterling of Mill Valley, CA. died in October 2017. He was born in 1925. Captain Winterling was a member of CAMM since 1997. He was Master of the *SS New Orleans* (Sea-Land Service) in May 1964, when the ship called on Anchorage, Alaska on the inaugural call of weekly service between Anchorage and Seattle.

Autonomous Ships: The Future of Seafarer Centers and the Burmese Cowboy



by Father
Sinclair Oubre
CAMM Chaplain
#3220-A

I had the honor to offer the invocation at the Society of Naval Architects and Marine Engineers' Banquet in October. The keynote speaker that evening was Mr. Oskar Levander, vice president at Rolls-Royce Marine. His presentation focused on the drastic changes that are taking place in ship design and operations. These changes center on the significant reduction, if not the complete removal of mariners by replacing them with sophisticated autonomous systems that would allow for the remote operation of the ships.

Besides giving me flash backs to the *Terminator* movies, Mr. Levander argued that mariners add no value to the transportation chain and were the primary causes for maritime accidents. He put forth the vision that once mariners, and the equipment and fuel for supporting them are removed, the maritime industry will reap significant operational savings, and suffer significantly fewer maritime casualties. I was troubled by the cavalier manner in which Mr. Levander made redundant 1.5 million seafarers over the next few decades, stripping their families of their economic livelihood. However, his presentation did spur me to reflect on what will Seamen's Center do when there are no more seafarers.

Though I have a hard time wrapping my head around a maritime industry that no longer has seafarers, I

can certainly imagine remotely operated offshore vessels sailing from Port Fourchon to a semi-submersible rig a couple of hundred miles offshore, and on arriving, employing dynamic positioning technology to maintain station, as crewmembers from the rig perform the cargo transfer. Rolls-Royce has already demonstrated the technology to operate remotely-operated harbor tugs in Copenhagen. (See: www.rolls-royce.com/media/press-releases/yr-2017/20-06-2017-rr-demonstrates-worlds-first-remotely-operated-commercial-vessel.aspx).

Though I believe that there is a tremendous amount of hubris being expressed by people who consider that "seafarers do not add value" to the transportation process, the history of the industry is that if a machine can replace a person, the machine comes onboard, and the seafarer becomes redundant. So, even if truly unmanned ships do not happen, the possibility of 400-meter behemoths with five techni-

for them when they were off the vessel.

Their seafaring life would be similar to that of the workers in the 1927 film *Metropolis*, where the world is divided up into those who live in a splendid world above ground, and those who labor below ground maintaining the machines that make the above-world so wonderful. This handful of men and women would slave over the machinery so that consumers could have cheap goods brought to them from around the world.

We already have a foretaste of what happens to seafarer centers when the seafarer disappears. The great Lutheran maritime ministries that were promoted by the German and Scandinavian governments have nearly disappeared with the disappearance of German and Scandinavian seafarers. However, what will not go away is the enticement by some to exploit seafarers. With fewer and fewer seafarers, the reduction in their visibility, and the deconstruction of seafarer welfare



cians on board whose sole purpose is to serve the hardware lurks as a reality on the horizon. Such servants of the machines would not have a lot of time to interact with his or her fellow technicians. Life at sea would be solo watches, with no opportunity to go ashore in port because there would be no one to cover

organizations, the opportunity to take advantage of the weak will be even greater. That is why the recent documentary film about an International Transport Workers Federation (ITF)

Continued page 15 >>>

SECRETARY - TREASURER

Greetings CAMM Shipmates



*Captain
Manny Aschemeyer
CAMM National
Secretary-Treasurer
#1548-R*

mission, activities and operations. I encourage ALL our fellow CAMM members to respond swiftly and generously to this notice.

DUES/DONATIONS/RAFFLE REPORT:

Approximately 85% of our membership is dues paying. The rest are either LIFE or HONORARY Members, who are dues-exempt. As of this writing, 43% of dues-paying members have responded. Donations – I am impressed by the generous response we have seen, as 20% of members are making donations in addition to their dues. It is gratifying that many of our dues-exempt members (Life and Honorary) are making donations, and we thank them for their continued support of CAMM. Raffle Ticket sales are likewise doing very well. Bottom line - we have surpassed our 2018 budget forecast for both Donations and Raffle Ticket sales.

I anticipate the flow of dues, donations and raffle tickets sales to continue at this brisk pace through January. Ideally, I will be able to mark at least 90% of dues-paying members in the “Paid Column” by then. If you have not yet paid your dues by the time you are reading this, I encourage you

CAMM’s Fiscal Year (FY 2018) has begun with the mailing of annual dues notices, raffle ticket sales and appeals for donations. This is all to support CAMM’s

to do so before the end of January 2018. Please consider buying Raffle Tickets and/or making a donation at the same time. We are off to good start. Keeping CAMM financially solvent helps tremendously in carrying out its mission. We support, defend, and promote the American Merchant Marine – and the men and women who command and man our vessels.

MEMBERSHIP:

We had an exceptional year for bringing in new members. During the past year, 40 new members have been added to the CAMM Membership Roster. We have also reinstated several members who had let their membership in CAMM lapse. Congratulations to those CAMM members who brought in new members.

Ideally, we would like to increase our numbers to help keep CAMM a strong and viable organization well into the future. I again appeal to each CAMM member to bring in one new member over the next year. A CAMM membership application form is on page 39. Applicants can also apply online by going to: <http://application.mastermariner.org/start.aspx>. Please do your part to keep CAMM growing and viable for the future.

Keep in mind that in addition to Licensed Master Mariners (limited and unlimited; and including working pilots), maritime professionals working ashore in the maritime industry, licensed Chief, Second, and Third Mates, foreign Master Mariners, and cadets/midshipmen attending one of the state or federal maritime academies are all eligible to join CAMM at the Associate level. Reach out and bring someone into CAMM.

FINANCIAL REPORT

We completed our FY 2017 on September 30. It was a very challenging last quarter but we managed to keep the financial ship “afloat, trimmed, and secured for sea.” We begin a new Fiscal Year with all bills paid and a some “sea room” in our bank account, once again. A copy of our year-end Budget Performance Report for FY 2017 was included in the annual dues/donations appeal that was mailed to all CAMM members.

NOTE: Any active CAMM member can obtain a copy of our detailed budget report by contacting me at, email (captmanny41@gmail.com) or phone 951-767-3037.

2018 AGM/PDC in Galveston, TX

As announced and agreed by the BoG last year, the CAMM Chapter in Houston/Galveston was selected to host the 2018 Annual General Meeting (AGM) and Professional Development Conference (PDC). The dates have been set for May 2 through 5, so please save the dates. Moody Gardens hotel in Galveston will be our headquarters, but we expect to hold some sessions/activities at the nearby Texas Maritime Academy TAMUG campus. Plan to come and be a participant in the activities and meeting. The AGM is your chance to see how CAMM conducts its business and the PDC is sure to be of interest to all mariners. More details will be mailed with your 2018 ballots and will appear on the website and in *Sidelights*. Our Raffle drawing will be held at the Closing Banquet

Continued page 15 >>>



Council Reports

View and Positions Report

Captain Frank Zabrocky, #1964-RU

Positions Chairman

Report not available.

Sidelights and CAMM Media Report

Captain RJ Klein, Sidelights Editor

I reported last issue that we expected to have the new website, our data base (MAS) and email accounts fully functional by the time the October issue reached our readers. Unfortunately, several technical issues have prevented us from achieving that goal. The new website is active but has not been properly updated. We are working through the issues, and we expect this ship to be back on course and running smoothly by mid-January. The email address for the Webmaster has changed to webmaster@mastermariner.us.org (note the ".us" after mastermariner).

We have been informed that those who receive *Sidelights* by email only have not received the last two issues. This is due to the previously mentioned technology glitches encountered in the email system. The December issue will be posted on the website and back issues will be available on the website. Email editions will be sent as soon as the email system is working properly. Thank you for your patience as we work to better our website and email system.

1st Vice President Report:

Captain Joe Hartnett, #2193-RF

Congratulations to the Port of Baltimore for handling a record amount of cargo in the first nine months of this year. Container traffic has increased over 10% which is due to the arrival of larger container ships.

Our chapter will be supporting visiting seafarers this holiday season through donations to our local seafarer centers. We will also be participating in

the Christmas Shoebox Program with the Apostleship of the Sea in Baltimore.

I would like to remind all CAMM members to take a few minutes and fill out letters to your Representatives in support of the Jones Act and other essential maritime programs via the Navy League web site

2nd Vice President Report:

Captain Pat Moloney, #1829-RU

Report not available

North Atlantic VP Report

Captain Frank Zabrocky, #1964-RU

Report not available.

New York Metro

Captain George Sandberg, #1919-RU

Chapter President

Report not available.

Baltimore/Washington Report

Captain Joe Hartnett, #2193-RP

See 1st Vice President Report.

South Atlantic VP Report

Captain Liz Clark, #997-RU,

Report not available.

Port Everglades/Miami

Captain Paul Coan, #3021-RU,

Chapter President

Report not available.

Tampa Bay

Captain Ron Meiczinger, #1747-RU,

Chapter Secretary

The October 10, 2017 luncheon meeting of CAMM Tampa Bay Chapter was held at the Columbia Restaurant in Ybor City. The meeting was called to order at 1210 hours by Chapter Vice President (Shore) Captain Michael Michelson. Eight (8) members and one (1) guest were in attendance. Attending

were Captains Dick Andrews, Mike Buffington, Kent Flick, Ron Meiczinger, Mike Michelson, Scott Moser, Fred Smith, Mercer Tyler & Guest Rick Johnson (Captain Tyler's Nephew).

Old Business: None.

New Business: A moment of silence was observed for long time chapter member Captain Ralph T. Mueller. The recently released report by the U.S. Coast Guard on the *EL FARO* sinking was discussed by the members present.

Regular CAMM Tampa Bay Chapter Meetings are held on the second Tuesday of each month at the Columbia Restaurant, 7th Ave. and 22nd St., Ybor City, Tampa, FL (except July, August and September). Meet in the bar at 1130. Lunch is \$20. Dates for upcoming meetings are as follows: December 12, 2017 – our annual Christmas Lunch with the ladies and other guests; January 9, 2018, and February 13, 2018.

Gulf VP Report

Captain Michael McCright, #2753-S

See Houston report.

Mobile Bay

Captain Jerome "Rusty" Kilgore, Chapter President

Report not available.

New Orleans

CE Horace George, #3223-A,

Chapter Secretary

Report not available.

Houston

Captain Michael McCright, #2753-S

Report not available.

South Pacific VP Report and San Francisco Bay Area Chapter Report

Captain Klaus "Nick" Niem, #2167-RU

The SF CAMM continues working to

establish a CAMM chapter in Hawaii. There are many hurdles, but we expect to be successful.

At the October meeting, our guest speaker was Captain Scott Page of the San Francisco Bay Ferry System. Scott operates ferries for the Blue and Gold Fleet on contract with the Water Emergency Transportation Authority (WETA) and is a lifetime Bay Area resident. He was inspired to his life's work on SF Bay while crossing the Bay Bridge in the family car – "You could smell the coffee roasting at Hills Brothers and see the ships and tugs at work along the busy Embarcadero." While attending St. Mary's College, he had the opportunity to work as deck hand and maintenance person for the fledgling Blue and Gold Fleet at Pier 39. Scott loved the work and environment. As soon he had the requisite time of service, he obtained his 100-ton license (October 1986). Over the next 31 years, he worked on the Bay and added endorsements to his license. He has been employed as Master by Blue and Gold Fleet for the last seven years.

Captain Page gave those in attendance a presentation of an incident that occurred in July, 2017 at the mouth of the Oakland/Alameda Estuary. Captain Page was Master of the *Encinal* when an incident occurred during a passing/meeting situation between the Ferry *Encinal* and the container ship *Hyundai Bangkok*.

The *Encinal* had left the Oakland/Alameda Clay Street Ferry Terminal enroute to the San Francisco Ferry Building. After undocking, the *Encinal* passed the Port of Oakland pier fronts (50 to 100 feet) and maneuvered around inbound small recreation boats in the Estuary. As the ferry approached the Mouth of the Estuary, Captain Page saw the container ship *Hyundai Bangkok* underway pointing in a southerly direction near berth 55. The container ship was moving at 1.5 kts, crabbing at 20° and had tugs stretched out and working the starboard side. The ship was either departing or inbound for the turning basin. A

third tug, not working the *Bankok*, was headed outbound, and was south of the *Bankok* near the Naval Air Station at Alameda. Multiple small crafts were also in the area south of the *Bankok*. As Captain Page approached the *Bankok* he observed heavy congestion to the South (starboard side) of the *Bankok* while the port side was unobstructed. He decided to proceed on a slow bell for a port to port passing. Once alongside the *Bankok*, he noticed longshoremen standing along the bulkhead and it became apparent that the *Bankok* was attempting a landing at berth 55 or 57. Captain Page accelerated to clear the ship and proceeded to the Ferry Building.

A complaint was registered by an anonymous shoreside observer, not associated with the *Bankok*, to USCG Sector SF. Because of the complaint, the USCG conducted an investigation. Lt Walker, USCG, acted as the prosecutor with Captain Page as the accused. Captain Page was able to give us this brief dissertation as part of the settlement agreement and consent order with the USCG. It was a very interesting meeting with the accused and prosecutor and all were happy to report that the incident did not lead to a suspension/revocation of Captain Scott Page's license.

Captain Page said that his takeaway from this experience was first and foremost the need to communicate with other participants. Do not become complacent with the routine and familiarity of the job. It also re-enforced the need to:

- Hail other vessels early and make contact and know their intentions.
- Use sound signals as a matter of habit.
- Don't take for granted past encounters and be flexible.
- Don't get "go fever" and keep the schedule only if safe.
- Do practice being a "Prudent Mariner".

Los Angeles/Long Beach

Captain Dave Boatner, #2162-RU, Chapter President

The chapter meets for lunch on the second Tuesday of the month (except August) at noon, at the Think Café 302 W. 5th Street – Unit 105, San Pedro, CA. Anywhere from 8 to a dozen members attend, and we have some lively discussions and good food.

Current discussions focus around our Navy and Officers in Charge of a Navigational Watch. With more incidents being reported it seems clear to the old sea dogs and the young professional officers at the meeting that there seems to be a great deal lacking in US Navy training and procedures.

Steering failures, machinery failures and heavy traffic are all issues that confront a Merchant Marine Officer on every voyage, and we train to manage these events in every condition of manning. Mariners not prepared for these events suffer unacceptable consequences. These consequences are similar to that which our Navy is presently experiencing.

The LA/LB Chapter calls on the pride of our nation, our NAVY, to require that Officers in Charge of a Navigational Watch be STCW Certified and have proper recurrent training and verification of skills through programs similar to the Navigational Safety Assessment Programs required by many companies. Surface Warfare Officers are the heart of our Navy and deserve the respect, training and support required to make them competent and successful navigational watch officers.

North Pacific VP Report

Captain Cal Hunziker, #2457-R

Report not available.

Columbia River

Captain Bill Good, #1924-RU,

Chapter Secretary

Report not available.

Continued page 14 >>>

Reports>>> Cont'd
from page 13

Seattle PNW

Captain Doug
Subcleff, #2329-
RU, Chapter
Secretary

A total of 37 attended our annual Recognition Day luncheon, on October 12th, held at McCormick & Schmick's restaurant in Bellevue. Chapter Treasurer, Captain Donald Moore, did his usual excellent job to arrange this special event and Mrs. Jackie Moore, once again, provided her tasty chocolate table treats. Chapter President, Captain RJ Klein, served as Master of Ceremonies for the program. Chapter members voted to suspend regular CAMM business in order to allow time for other scheduled events. Before the meal was served, the CAMM Seattle Chapter presented Mr. Roger Ottenbach of Puget Sound Maritime's Youth Maritime Training Activities (YMTA) with a \$9,000 check to be used by YMTA for scholarships and operating costs. Roger thanked Captain Klein and CAMM Seattle for all of these years of support for this good cause.

After lunch, a number of raffle prizes were distributed to the lucky winners, including a couple of very generous contributions from Captain John Cox and Black Ball Ferry Company: a trip on the ferry *Coho* and a special edition bottle of Black Ball Line's "14 knots" vodka!

The highlight of the day was the presentation of CAMM Seattle's 2017 Maritime Person of the Year to Mr. John Foster. He is the Lead Instructor at Ballard High School's Ballard

Maritime Academy. John has been with this unique program within the Ballard High school system since its inception in 1997. John had been nominated for this award by CAMM Seattle's esteemed Associate member, Pat Hartle. Pat was a previous recipient of Maritime Person of the Year in 2008. John's Wife Anna was presented with a floral arrangement and the meeting concluded with red rose parting gift and a photo with previous Maritime Person of the Year honorees.

In November, 18 members attended the meeting and luncheon. Vice President, Captain Chuck Lund, conducted the meeting. A vote was held to approve minor changes in the Chapter constitution and by-laws to establish the office of Sea Going Vice President and a raise in chapter dues.

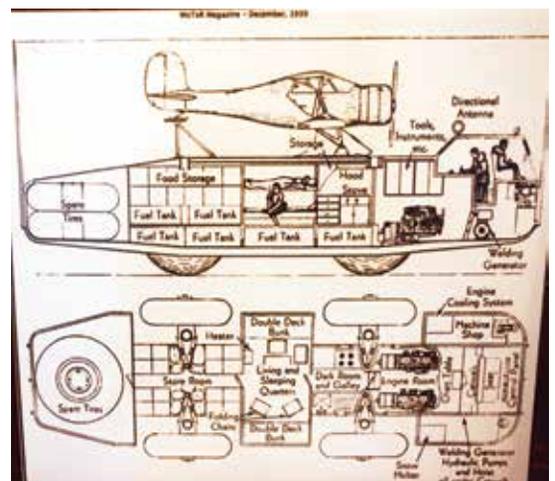
After the meal, guest speaker Rolf Lystad talked about



Maritime Persons of the Year in attendance at the October meeting. L to R: Captain Jack Cox, Ms Pat Hartle, Captain Andy Subcleff, Captain Peter Chelemedos, Mr. John Foster (this year's winner), Father Tony Haycock, and Captain Don Moore



Above, Rolf Lystad's presentation of the North Star. Below snow cruiser layout.



his recently published book, *North Star, America's Last Great Wooden Ship*. His father, Captain Isek Lystad, had been a captain on the *North Star*, and Rolf recalled being on board the ship as a youngster in the early 1940s. A few years ago, Rolf began the work to compile scrapbook information from his mother and traveled to the National Archives multiple times to research *North Star* log books. The end result is a very accurate accounting of this historic wooden ship. The *North Star*

was built in Seattle in 1932 for the Interior Department's Bureau of Indian Affairs. Its purpose was the transport of provisions and medical assistance to Eskimos and Aleutian Natives in Alaska. The ship's history also includes historic trips to Antarctica in 1939-1940 as part of Admiral Byrd's expedition.

Rolf Lystad's presentation at our meeting including details of a unique 55-foot long "Snow Cruiser" vehicle that had been built specifically for the Antarctic expedition. Rolf spoke

about the challenges of transporting that vehicle, with 10-foot diameter tires, on the *North Star* and how the off-loading to the ice shelf, via a wooden ramp, almost went horribly wrong. Copies of the book were available for purchase at the meeting and it is also available on Amazon.

Our next meeting will be on December 14. The agenda includes a Review of the Year and a look ahead to activities in 2018. ↓

Secretary/Treasurer Report >>> Cont'd from page 11

on May 4, with the \$800 cash being the top prize - you need not be present to win - so buy those raffle tickets!

CAREER FAIRS AT CAL MARITIME & CAMM CADET CHAPTERS:

As reported on page 30, CAMM was a sponsoring organization and had an Information Booth at the Cal Maritime's Career Fair on October 24. We expect to have a presence at next year's Spring Career Fair to be held February 13, 2018.

We currently have two (2) active

Cadet Chapters at Texas Maritime in Galveston and California Maritime in Vallejo. I have contacted active CAMM members who are on staff at the U.S. Merchant Marine Academy at Kings Point and SUNY Maritime College at Fort Schuyler in an effort to gain their support and interest to help establish Cadet Chapters on those campuses. Ultimately, we want to see Cadet Chapters on all the maritime academy campus. If you are a graduate from one of those fine institutions, and have some ideas or recommendations on how we can achieve this goal at your Alma Mater, please con-

tact me at your earliest opportunity.

Thanks for your time and interest. As always, I appreciate your continued support for CAMM, and your encouragement, ideas, and financial help. Working together, we can make CAMM better, bigger, and BEST for the future! ↓

So until next time, Smooth Sailin' ...

Respectfully,



Capt. Manny Aschemeyer #1548-RU
CAMM National Secretary/Treasurer

Father Oubre >>> Cont'd from page 10

inspector is so important and inspiring.

The Burmese Cowboy tells the story of Shwe Aung, the ITF inspector for the Texas Gulf Coast. (See it on YouTube: www.youtube.com/watch?v=_4iRyuCzzI8). I was privileged to assist Aung in his refugee process, and to work with him on his first non-payment-of-wages case. A crew of Russian seafarers had been brought to the U.S. to take an old, single-skinned Coastal Refinery tanker, and sail her to the breakers in India. While they

worked in Port Arthur to prepare the ship for her final voyage, they were not paid, nor did they know who the owner of the vessel was. They feared that once they arrived in India, and drove the ship on the beach, they would be abandoned, without airline tickets or pay. Aung intervened, getting \$300,000 in back wages for the crew, the knowledge and contact information for the beneficial owner, and the assurance that they would not be abandoned. Since then, Aung has been able to win

more than \$2 million in back wages.

Our Burmese Cowboy has become an American citizen, married, and has a young son, but his life focus continues to be the assistance of seafarers who are exploited by those who have power and wealth. My prayer is that 20 years from now, there will still be the Aungs willing to look after the five or six technicians who will be slaving over the machinery in the autonomous ships once all the merchant mariners are gone. ↓

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.us.org.

The Christmas Tree Ship

By Glenn V. Longacre

On a drizzly, overcast day in late October 1971, Milwaukee scuba diver Gordon Kent Bellrichard was surveying with sonar the bottom of Lake Michigan's west coastal waters off of Two Rivers, Wisconsin. Bellrichard was searching for the *Vernon*, a 177-foot, 700-ton steamer that had sunk with only one survivor in a storm in October 1887.

Local fishermen described an area to Bellrichard where their nets had snagged on previous occasions as a potential site to search. His sonar made a promising contact, and he descended to what appeared to be a well-preserved shipwreck resting in an upright position on the lake bed in 172 feet of water.

Upon reaching the wreck, his jury-rigged dive light promptly malfunc-

tioned, leaving him blanketed in murky darkness. Without light, he surveyed the wreckage by feeling along its hull. Bellrichard quickly realized that he had not discovered the larger, propeller-drive *Vernon*, but the wreck of the elusive *Rouse Simmons*, a 205-ton, three-masted schooner that had disappeared beneath the waves in a winter gale in November 1912.

When Bellrichard surfaced, he lay in his boat and yelled for joy. His discovery ended a mystery that surrounded the fate of one of the most legendary ships, and its much-loved captain, to sail Lake Michigan's waters. For Bellrichard had discovered the grave of one of the most famous "Christmas tree ships" and its skipper, "Captain Santa."

The saga of Herman E. Schuenemann and the *Rouse Simmons* is a microcosm of Great Lakes maritime history preserved for researchers who visit

not only document the birth, life, and death of the legendary schooner but also its enigmatic and kind-hearted captain.

The 1870 census reveals that Wisconsin native Schuenemann was born about 1865, into the middle of a growing family of six children in the predominantly German community of Ahnapee, now present-day Algoma, on the shores of Lake Michigan. His oldest brother, August, born in 1853, was the first of the children to make his living on the lake. Herman, however, soon followed in his brother's footsteps.

In 1868, three years after Schuenemann's birth, the age of sail on Lake Michigan reached its zenith when more than 1,800 sailing vessels populated the lake. After that year, the number of sailing ships began a decline that lasted until they disappeared almost completely by the late 1920s. The dominant sail-powered vessel on Lake Michigan was the sturdy schooner, built to haul heavy loads out of, and into, shallow harbors. The principal cargo for most schooners on Lake Michigan was lumber, which fed the high demand for building materials in growing urban areas such as Chicago and Milwaukee.

The 1868 peak in sail-powered ships on Lake Michigan also marked the year the *Rouse Simmons* was launched from Milwaukee's shipyards. The ship was built by the firm of Allan, McClelland, and Company, one of Milwaukee's preeminent shipbuilding firms.

Sleek and sturdy, the 123-foot *Rouse Simmons* was licensed and enrolled on August 27, 1868, at the Port of Milwaukee. The vessel's managing owner was Royal B. Towslee of Kenosha, Wisconsin, and its first master was Alfred Ackerman. The



Christmas Tree Schooner by Charles Vickery. (Courtesy of the Clipper Ship Gallery, La Grange, IL)

tioned, leaving him blanketed in murky darkness. Without light, he surveyed the wreckage by feeling along its hull. Bellrichard quickly realized that he

had not discovered the larger, propeller-drive *Vernon*, but the wreck of the elusive *Rouse Simmons*, a 205-ton, three-masted schooner that had disappeared beneath the waves in a winter gale in November 1912.



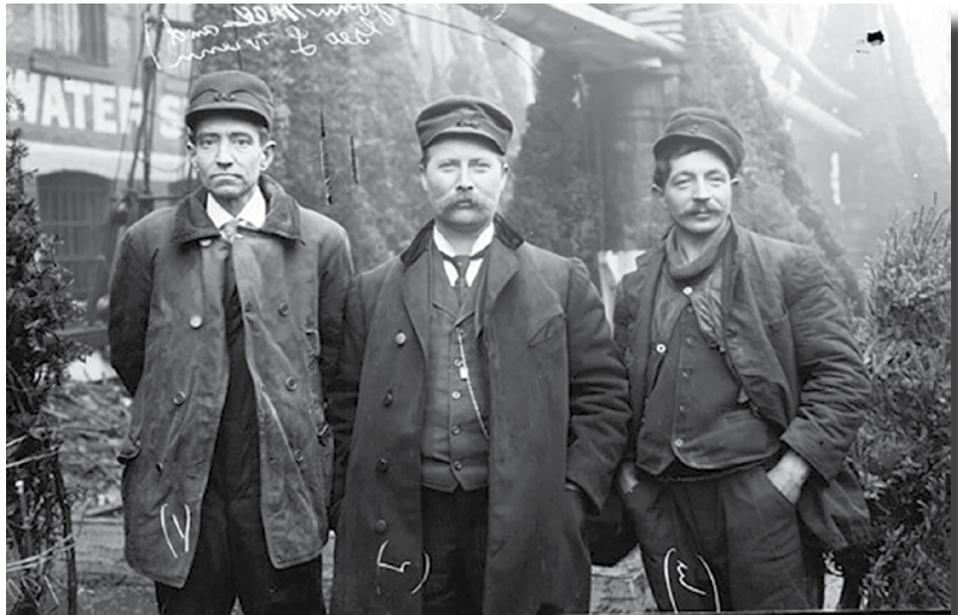
Rouse Simmons was named after a well-known Kenosha merchant of the same name. A brother, Zalmon Simmons, soon gained fame for his family's burgeoning mattress company.

In the early 1870s, the *Rouse Simmons* joined the sizeable shipping fleet of wealthy lumber magnate and philanthropist Charles H. Hackley of Muskegon, Michigan. Hackley's lumber operations stretched to all corners of Lake Michigan's coastline. The *Rouse Simmons* was a workhorse, hauling loads of lumber for Hackley's fleet from company mills to the various markets around the lake for roughly 20 years. A survey of entrances and clearances from the Records of the U.S. Customs Service for the port of Grand Haven, Michigan, for August

1883, shows that the *Rouse Simmons* was making almost weekly runs from Grand Haven, most likely with loads of lumber, to the port of Chicago.

Grand Haven's monthly report on daily entrances and clearances for August 1883 reveal the continued dominance of sailing ships even at that late date. Among the 458 ships that entered the port for the month, 269, or almost 60 percent, were sailing ships, while the remaining 189 were steam-powered. Following the *Rouse Simmons's* service with Hackley's fleet, the schooner changed numerous owners and captains before Schuenemann assumed an interest in the vessel at the beginning of the 20th century.

By the early 1890s, Schuenemann lived in Chicago, and his career as a local merchant and lake captain was well established. On April 9, 1891, he married German-born Barbara Schindel. The 1900 federal census indicates that Barbara and Herman Schuenemann had three daughters during the 1890s: Elsie, born in January 1892, and in October 1898, twins Hazel and Pearl. Barbara learned that being the wife of a lake captain took special qualities. She



COURTESY OF WISCONSIN HISTORICAL SOCIETY

A 1909 photo of Captain "Santa" (center) with two crew members on the deck of the *Rouse Simmons*

also realized, as did most wives whose husbands made their living on the Great Lakes, that it was not a matter of if catastrophe would strike, but when.

* * *

By the late 19th and early 20th centuries, the popular German tradition of decorating an evergreen tree in the home was widely practiced, and demand for Christmas trees was great. It was not uncommon for a handful of lake schooners to make late-season runs from northern Michigan and Wisconsin—before the worst storms and ice made lake travel too hazardous—loaded with thousands of Christmas trees for busy Chicago waterfront markets. Estimates of the number of Christmas schooners vary, but perhaps up to two dozen vessels in any season delivered evergreens to markets in Great Lakes states.

In Chicago, most vessels, including the *Rouse Simmons*, sold the trees directly from their berths along the Chicago River's Clark Street docks. Electric lights were strung from the schooner's bow to stern, and customers were invited to board the ship

to choose their trees. In addition to selling Christmas trees, many boat operators, including Schuenemann, made and sold wreaths, garlands, and other holiday decorations. Barbara Schuenemann and her three daughters helped make and sell these items as part of the family's holiday trade.

At some stage of Herman Schuenemann's long career as a late-season tree captain, he was given the title of Captain Santa. The affectionate nickname was bestowed by Chicago's local newspapers and by the city's grateful residents. Schuenemann's profits from selling Christmas trees had never made the family wealthy, but his reputation for generosity was well established, and he delighted in presenting trees to many of the city's needy residents. Schuenemann enjoyed the sobriquet and proudly kept newspaper clippings about his role as Captain Santa in his oilskin wallet.

Over the years, Herman Schuenemann commanded several schooners that

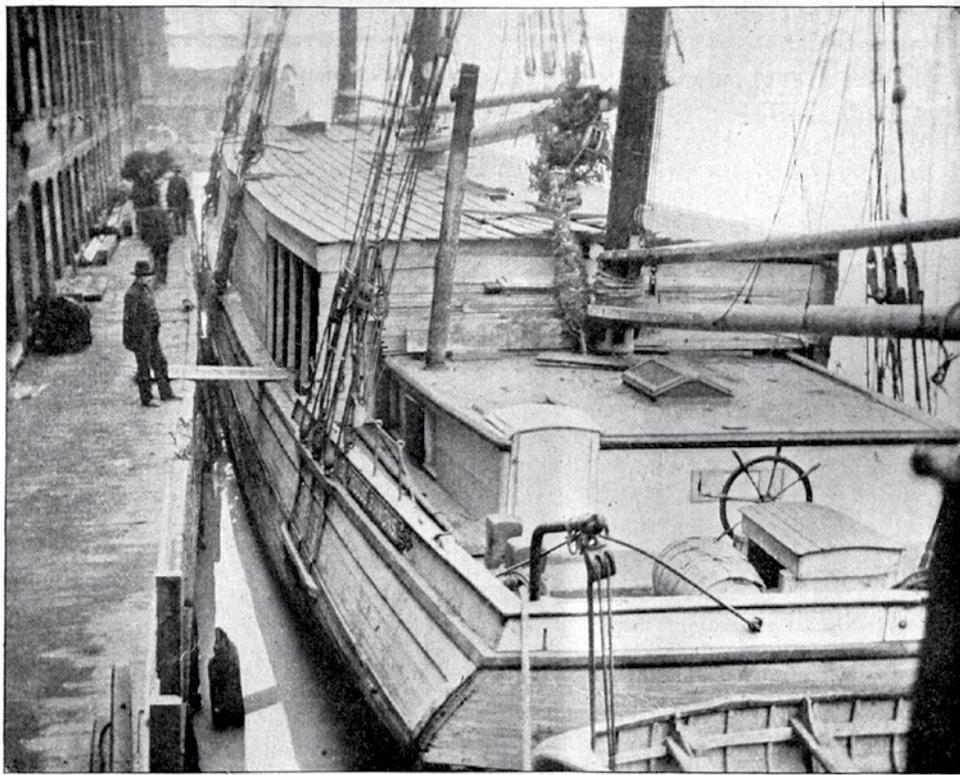
Continued page 18 >>>

Christmas Tree Ship >>> Cont'd from page 17

carried Christmas trees to Chicago, including the *George Wrenn*, the *Bertha Barnes*, and the *Mary Collins*. Like many other merchant-sailors, Schuenemann could not afford to purchase a schooner outright. It was a common practice for two or more businessmen or lake captains to form a partnership and purchase shares in a vessel. In 1910 Schuenemann purchased a partial interest in the *Rouse Simmons*. By 1912, Schuenemann's financial interest in the ship amounted to one-eighth of the ship, while Capt. Charles Nelson of Chicago, who later accompanied Schuenemann on the fateful November trip, owned another one-eighth share, and businessman Mannes J. Bonner of St. James, Michigan, held a commanding three-fourths interest in the vessel.

Throughout the year and especially during the winter months when the Great Lakes were impassable because of ice and storms, many lake boat captains supplemented their incomes in other ways. As a small businessman, Schuenemann not only made his living on the lake, but he also owned businesses that in 1906 included a saloon. In these business endeavors, Schuenemann did not always meet with success, and on January 4, 1907, he petitioned for bankruptcy in the U.S. District Court in Chicago. Listed as a saloon keeper, Schuenemann's debts to his creditors amounted to over \$1,300, which he was unable to satisfy. This financial setback, however, does not appear to have interfered with his other role as a lake captain.

On November 9–10, 1898, tragedy marred the Schuenemann's holiday season when, just one month after the birth



Last known photo of the Rouse Simmons

COURTESY OF WISCONSIN HISTORICAL SOCIETY

of twins Hazel and Pearl, Herman's older brother August Schuenemann died while sailing a load of Christmas trees to Chicago aboard the schooner *S. Thal*. The 52-ton, two-masted schooner, built in Milwaukee in 1867, broke up after it was caught in a storm near Glencoe, Illinois. There were no survivors. The Schuenemann family was devastated, but Herman continued the family tradition of making late-season Christmas trees runs.

District court records for Milwaukee suggest that August came to the *S. Thal* just weeks before his death, when it was sold at auction by U.S. Marshals to pay fees owed to Otto Parker, the vessel's 19-year-old cook. Parker sued the vessel's previous owner, William Robertson, in admiralty court over Robertson's refusal to pay Parker the remaining \$66

owed for his services as cook aboard the tiny vessel. In September 1898, Judge William H. Seaman decided the case in favor of the young cook, and the vessel was sold to pay the debt.

By 1912, Schuenemann was a veteran schooner master who had hauled Christmas trees to Chicago for almost three decades. While Schuenemann was in his prime as a lake captain, the same could not be said for the *Rouse Simmons*. The once-sleek sailing vessel was now 44 years old and long past its peak sailing days. Time, the elements, and hundreds of heavy loads of lumber had taken their toll on the vessel's physical condition.

On Friday, November 22, 1912, the *Rouse Simmons*, heavily laden with 3,000–5,000 Christmas trees filling its cargo hold and covering its deck, left the dock at Thompson, Michigan. Some

eyewitnesses to the *Rouse Simmons's* departure claimed the ship looked like a floating forest. Schuenemann's departure, however, coincided with the beginnings of a tremendous winter storm on the lake that sent several other ships to the bottom, including the *South Shore*, *Three Sisters*, and *Two Brothers*.

What happened after the *Rouse Simmons* departed the tiny harbor at Thompson with its heavy load of trees is unknown, but Life Saving Station logs testify that at 2:50 p.m. on Saturday, November 23, 1912, a surfman at the station in Kewaunee, Wisconsin, alerted the station keeper, Capt. Nelson Craite, that a schooner (the *Rouse Simmons's* identity was unknown) was sighted headed south flying its flag at half-mast, a universal sign of distress. In his remarks on the incident, Craite wrote, "I immediately took the Glasses, and made out that there was a distress signal. The schooner was between 5 and 6 miles E.S.E. and blowing a Gale from the N.W." Craite attempted to locate a gas tugboat to assist the schooner, but the vessel had left earlier in the day. After a few minutes, the life-saving crew at Kewaunee lost sight of the ship.

At 3:10 p.m., Craite telephoned Station Keeper Capt. George E. Sogge at Two Rivers, the next station further south. Craite informed Sogge that a schooner was headed south, flying its flag at half-mast. Sogge immediately ordered the Two Rivers surfmen to launch the station's powerboat. The boat reached the schooner's approximate position shortly thereafter, but darkness, heavy snow, and mist obscured any trace of the *Rouse Simmons* and its crew. The schooner had vanished.

Barbara Schuenemann and her daughters were concerned when the *Rouse Simmons* failed to arrive in Chicago Harbor on schedule. However, it was not uncommon for a schooner to pull into a safe harbor to ride out a storm and then arrive days later at its destination. The family's worst fears were realized days later, when still no word of the vessel had been received. Over the next weeks and months, remnants

of Christmas trees washed ashore along Wisconsin's coastline. Astonishingly, the lake continued to give up clues long after the vessel's loss. In 1924 some fishermen in Wisconsin hauled in their nets and discovered a wallet wrapped in waterproof oilskin. Inside were the pristine contents that identified its owner as Herman Schuenemann, the captain of the *Rouse Simmons*. The wallet was returned to the family.

What caused the disaster that befell the *Rouse Simmons*? There are several theories, but most likely a combination of circumstances or events drove the ship under in the heavy seas. Among the factors are the possibility that the vessel lost its ship's wheel in the storm, its poor physical condition, heavy icing and snow on the vessel's exterior and load, plus the load of 3,000–5,000 evergreen trees itself.

A recent underwater archaeological survey, conducted in July and August 2006 by the Wisconsin Historical Society, discovered that the *Rouse Simmons's* anchor chain, masts, and spar were all lying forward beyond the bow of the wreck. The location of these items suggest that the schooner's weight was in the bow, causing it to nose-dive into the heavy seas and founder. Another explanation may be that the masts, rigging, and chains were all shoved forward when the vessel dove into the lake bed during its descent to the bottom.

After the schooner's loss, the vessel's sailing condition came under scrutiny. One of the legends associated with the disaster was that prior to its departure from Thompson, rats living aboard the now-dilapidated ship were seen making their way to dry land, as if they had a premonition of its doom.

Moreover, some of the crew was rumored to have deserted the ship prior to its departure. There is some disagreement over the exact number and the identities of the crew members aboard the *Rouse Simmons*, but newspaper accounts following the tragedy provide evidence that those aboard the vessel included Captain Schuenemann;

"Christmas Ship" Lost 18 Believed Drowned Owners Die With Crew

LOST CAPTAIN AND FAMILY

Captain Charles Nelson, Mrs. Nelson and their two daughters.



Wreckage Washed Up by
Lake Only Clew to Fate of
the *Rouse Simmons*.

Capt. Charles Nelson, who was part owner of the schooner; and approximately 9 or 10 other sailors. Some estimates place the number of men aboard the ship as high as 23, when it was said that a party of lumberjacks had secured their passage back to Chicago.

Following the tragedy, Barbara and her daughters continued the family's Christmas tree business. Newspaper accounts suggest that they used schooners for several more years to bring trees to Chicago. Later, the women brought the evergreen trees to Chicago by train

Continued page 20>>>

In the *Industry*

Christmas Tree Ship >>> Cont'd from page 19



Right: USCG Cutter Mackinaw with Christmas trees loaded on deck.

PHOTO BY MASTER CHIEF PETTY OFFICER ALAN HARAF, USCG DISTRICT 9

Below: Crew of the Mackinaw discharging their cargo of Christmas Trees

PHOTO COURTESY USCG DISTRICT 9



and then sold them from the deck of a docked schooner. After Barbara's death in 1933, the daughters sold trees from the family's lot for a few years.

The loss of the *Rouse Simmons*, however, signaled the beginning of the end for schooners hauling loads of evergreens to Chicago. By 1920, the practice of bringing trees to Chicago via schooner had ceased. Just a few years later, the majority of the once-proud schooners lay leaking and decaying, moored in their berths around the lake.

Over the years, the schooner's disappearance spawned legends and tales that grew ever larger with the passage of time. Some Lake Michigan mariners claimed to have spotted the *Rouse Simmons* appearing out of nowhere. Visitors to the gravesite of Barbara Schuenemann in Chicago's Acacia Park Cemetery claim there is the scent of evergreens present in the air.

Today the legend of Captain Schuenemann and the Christmas Tree Ship appeals to a large and varied audience, but children seem most attracted to the story. Perhaps the

allure of a heart-warming story mixed with shipwrecks, Christmas, ghosts, and Lake Michigan's many mysteries proves irresistible to children of all ages. At least four histories, two documentaries, and several plays, musicals, and folk songs have been written or produced about the legendary ship and its captain and crew.

Each year in early December, the final voyage of Captain Schuenemann and the *Rouse Simmons* is commemorated by the U.S. Coast Guard Cutter Mackinaw, which makes the journey from northern Michigan to deliver a symbolic load of Christmas trees

to Chicago's disadvantaged. Captain Schuenemann and the crew of the *Rouse Simmons* would be proud.

*Glenn V. Longacre is an archivist with the National Archives and Records Administration—Great Lakes Region in Chicago. He is the coeditor of *To Battle for God and the Right: The Civil War Letterbooks of Emerson Opdycke* (Urbana: University of Illinois Press, 2003). He is currently editing the memoirs of a soldier who served on the Great Plains with the Sixth West Virginia Cavalry.*

Additional Information about the *Rouse Simmons*

By *Sidelights* Editorial Staff

In researching information on the *Rouse Simmons*, *Sidelights* contacted the Wisconsin Historical Society (WHS). In speaking with a well-informed representative from the WHS about the history of “the Christmas Ship,” we learned that selling Christmas trees from the deck of a schooner was a marketing scheme used by Captain Schuenemann. At the turn of the 20th century, trains had begun to take over the delivery of Christmas trees to Chicago, and by 1920, the use of schooners for delivery trees had stopped. To make extra money for his family, Captain Schuenemann continued to deliver trees using old schooners. As noted in the article, the age-of-sail was long past when the *Rouse Simmons* sailed from Thompson.

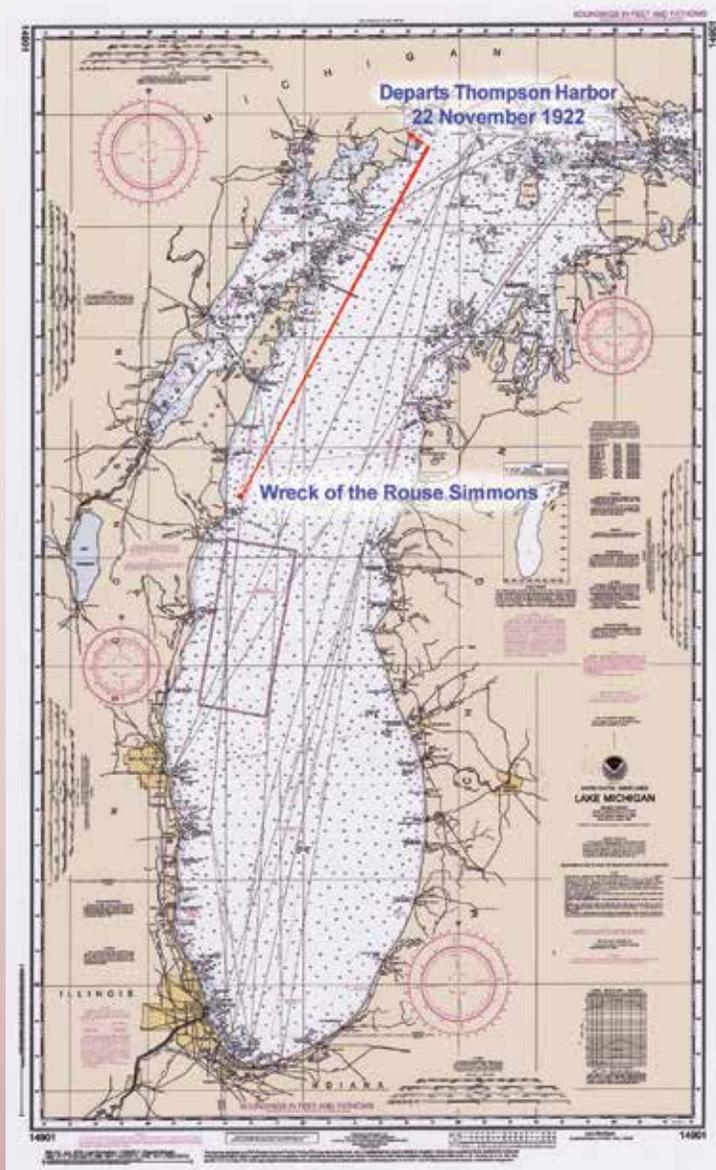
In December 1912, Christmas Trees and wreckage were reported ashore at Pentwater, Michigan, and in 1924 a fishing net trawled up a wallet belonging to Captain Schuenemann. The wallet was well preserved because it was wrapped in oil-skin. In 1971, scuba diver Gordon Kent Bellrichard found the wreck of the *Rouse Simmons*, at Latitude 44°-16.6' N and Longitude 087°-24.9° N

The ship's anchor was retrieved and now stands at the entrance to the Milwaukee Yacht Club. The remains of the

COURTESY OF WISCONSIN HISTORICAL SOCIETY



Wreck of the Rouse Simmons found in 27 fathoms of water. Divers are known to occasionally place Christmas trees on her bow.



NOAA Chart of Lake Michigan showing the proposed route of the *Rouse Simmons* and the location of her final resting place

wreck are listed on the National Register of Historic Places.

According to Wikipedia, message in a bottle from the *Rouse Simmons* washed onto the shore at Sheboygan. It had been corked using a small piece of cut pine tree and, other than the occasional trees caught in fishing nets, was the only remains of the vessel discovered for many years.

The message read:

“Friday...everybody goodbye. I guess we are all through. During the night the small boat washed overboard. Leaking bad. Invald and Steve, lost too. God help us.”

Should the Jones Act be Repealed?

By Captains George Livingtone and Grant Livingstone

qCaptain

www.gcaptain.com
August 9, 2017

Another effort is under way in the Senate to repeal the Jones Act sponsored by Senator John McCain of Arizona. The law, originally enacted 97 years ago by Senator Wesley L. Jones of Washington

State under section 27 of the Merchant Marine Act of 1920, focused on:

- Increased growth of American marine commerce
- Improving remedies to American mariners if injured on the job
- Providing for national security interests

Today the Jones Act refers to federal statute 46 USC section 883 which controls coastwise trade within the United States. Essentially the Act prohibits foreign flagged vessels from engaging in coastwise trade within the United States. In the context of the modern Jones Act, industry and government stress the following three components:

- Economic security
- National security
- Homeland security

Should the Jones Act be repealed? Much has been written pro and con on the subject. Senator McCain's position is that it costs American taxpayers millions each year, and that it is an antiquated and protectionist Act. It's presented as undermining the American ideal of a free market and unfairly impacting American ship owners by forcing them to build American and hire American. From the American tax payers point of view,

it does cost millions per year. From the American ship owners point of view millions could be saved by building ships in China and hiring all Chinese crews to operate those ships. Critics also claim the Jones Act encourages the extension of a vessel's life due to the high cost of domestic shipbuilding and repair. It may well be true in the container business and, if so, needs to be rectified. The U.S. flag tanker fleet, however, has some of the most modern ships in the world. The issue at hand remains, so let's take a look.

Economic Security

As to free market ideals, Adam Smith, Scottish Author of *Wealth of Nations*, founder and great defender of the 'free market' economic principle contrarily believed in the concept of protecting a nation's maritime interests. This goes against mistaken assumptions that he was a pure free market advocate.

In *Wealth of Nations*, Smith states the following, "There seem to be two cases, in which it will generally be advantageous to lay some burden upon foreign, for the encouragement of domestic industry..." and "The act of navigation, therefore, very properly endeavors to give the sailors and shipping of Great Britain the monopoly of the trade of their own country, in some cases by absolute prohibitions, and in others, by heavy burdens upon the shipping of foreign countries."

According to a recent Price Waterhouse study:

- The American Maritime industry sustains nearly 500,000 U.S. jobs
- The U.S. flag brown and blue water commercial fleet comprises 40,000+ vessels of all types
- Hundreds of billions in annual economic output is produced by the U.S. domestic maritime industry
- For every direct maritime job, 4-5 indirect jobs are created elsewhere

- More than 100 million passengers are transported annually on U.S. flag ferries
- 29 billion in annual wages is spent by maritime employees throughout the U.S.

National and Homeland Security

The National and Homeland security component is critical. The U.S. Coast Guard and Department of Homeland Security rely heavily on mariners to be the eyes and ears on our waterways. The possibility of maritime terrorism is real. Keeping American mariners manning U.S. flag ships, tugs/barges, supply, anchor handling vessels and American pilots on arriving and departing ships in our ports should not be discounted. Just one example, American pilots work closely with regional U.S. Coast Guard units around the country regarding safety and compliance of all foreign vessels calling in U.S. waters.

The Jones Act fleet is subject to owners and operators adhering to U.S. Laws, including tax, immigration and labor laws. The Jones Act fleet contributes militarily useful ships and experienced crews to national defense sealift needs. U.S. merchant mariners are available to crew vessels that move goods for the military, supplying US military forces around the world with the goods and munitions needed to sustain their missions. This has been demonstrated in recent memory during Operations Enduring Freedom and Iraqi Freedom when US Flag commercial vessels transported 63% of all military cargoes.' The Jones Act helps to sustain national defense through the domestic oceangoing shipbuilding industry. Domestic shipyards build and repair commercial and naval vessels capable of



SS Horizon Spirit at the dock in San Juan, Puerto Rico

PHOTO COURTESY OF PASHA GROUP

meeting United States Navy needs.
--American Maritime Partnerships

A 2013 study by MARAD (content/uploads/pdf/MARAD_Econ_Study_Final_Report_2013.pdf) backs up the above statement from American Maritime Partnerships.

Even with the Jones Act intact, there is serious debate among experts that the United States merchant marine and shipbuilding complex would struggle in the event of a serious international conflict. Eliminating it would leave this country completely at the mercy of other nations stepping up to fill in the shipping gap.

International Cabotage law

New Zealand, the United Kingdom (U.K.), Argentina and Australia have or are embarking on the removal of 'Jones Act' type laws. Australia has recently

repealed its laws and is now committed to a future without them. The result? In just a few years this island nation totally dependent on maritime trade has only 15 nationally flagged vessels left in the entirety of its blue water commercial maritime fleet. It doesn't end there, however. The Australian ship building and repair industry will be crippled in just a few short years. Where will future Harbor Masters, ship's agents, tug captains, etc. come from? The Australian legislature and government have embarked on a path of no return as it will be nigh or impossible to come back from the place they have chosen to go. Would any nation like to think they are entirely dependent upon the good will of other nations to secure and ensure homeland security?

The U.K., historically one of the world's great maritime nations, repealed maritime cabotage laws. One

consequence has been the introduction of foreign deckhands by some of the major U.K. ferry companies. Those deckhands make less than British national minimum hourly wage on "ships of shame," harking back to the days when mariners were little more than indentured servants.

New Zealand long ago chose a complete free market maritime model, the results? Maritime Union of New Zealand's General Secretary, Joe Fleetwood, stated in 2012, "The approach for the last generation has been for Government to abdicate its responsibility to ensure standards in the maritime industry." There is general agreement that deregulation and "Flag of Convenience" (FOC) shipping (removing cabotage laws) has put

Ctinued on page 24 >>>

Help Save the Jones Act

Jones Act Under Attack

Hurricane Maria devastated Puerto Rico and the US Virgin Islands in September. As reported nationally, the need for emergency supplies and outside help put a spotlight on how goods are delivered to US Territories and the Jones Act came under heavy attack.

In addressing the Seattle Chapter of the United States Merchant Marine Academy Alumni Association (USMMAAAF), MARAD Administrator Mark Buzby (RADM, USNR) stated that the difficult aspect of defending the Jones Act was the lack of understanding by the American public and some members of Congress. He also noted misinformation about the Jones Act was delivered by the news media. He found it particularly disturbing that one “on the scene” TV reporter praised the fact that the Jones Act had been waived, allowing foreign flag ships to service Puerto Rico. The report then pointed to a ship entering San Juan Harbor and said “Here comes one now.” Only problem was that it was a US Flag TOTE ship.

Administrator Buzby suggested that the best way knowledgeable people could help save the Jones Act is to



PHOTO COURTESY OF USMMAAAF

Pictured (left to right) are USMMAAAF Chairman John Arntzen '79, Hon. Mark H. Buzby '79, and USMMAAAF President Capt. Jim Tobin '77.

educate the general population on its importance. He recommended that a good place to start would be with relatives, friends, and business acquaintances. Administrator Buzby said a question he often asks is, “Do you want to see a Russian tug boat with a Croatian Captain and Yemeni crew, pushing 20 oil barges of Dakota Sands Oil down the Mississippi River?”

Admiral Buzby gave an update on the ability of MARAD to man the ready

reserve fleet. He said that we could currently deploy all the ships in the fleet, but only for four months. After that, the need for crew replacements would be exhausted. Any extended need for supply ships could not be met. Eliminating the Jones Act would only exacerbate this problem.

Do your part, help save the Jones Act by educating the public one person at a time!

Jones Act >>> Cont'd from page 23

New Zealand’s environment at greater risk, there has been a rush to the bottom. In an increasingly fierce competitive shipping market, each new FOC is forced to promote itself by lowering standards on the ships under control of the FOC. This puts the environment at much greater risk of a shipping disaster.

Taking Action

In conclusion, it would seem a strong Jones Act is still an essential corner-

stone of our nation’s economic, national and homeland security. The question

Domestic waterborne transportation of passengers is also an important component of domestic trade. In 2010, it is estimated that a total of 233 ferry operators, based in 39 U.S. states and territories, transported nearly 50 million passengers.

to be answered by the United States Congress is straightforward: Is repealing the Jones Act good legislation? If repealed, real pressure as well as long term negative consequences would

likely be placed on national security, the domestic economy and the environment, rippling back to the doors of Congress.

We would like to thank Capt. Michael Kelly (Marine Pilot at Port Authority of New South Wales) and Caitlin Sause (V.P. of Governmental Affairs at Sause Brothers Ocean Towing, Inc) for invaluable input to this article.

Up Periscope



by Captain
John Corso
#1681-RU

During July of 1960, while serving as commanding officer of the USCGC *Planetree*, we were enroute to Guam to load some supplies for a Loran station in the South Pacific. It included a Jeep and some sealed crates. As we

of speed. It must have been going 25 knots - it was really fast. It made a semicircle around us and came up on the *Planetree's* port side in a flurry. It was about the size of a destroyer. It looked new and was beautiful - it was so slim and so graceful, it could have been part of the Italian Navy. As it drew close alongside, the commanding officer was on the bridge and he used a bullhorn to shout across the 20 or 30 yards separating us. He gave me his name and said he was a Lieutenant Commander. He then posed a question: "What is your name and rank and date of rank?" Apparently, he was very interested in who is going to be the commodore of this search group. Replying by bullhorn, I said, "I am Commander John Corso, US Coast Guard. Take and

ly increased speed a little, then kept increasing speed as we continued to follow. Suddenly, the periscope increased speed at a remarkably fast pace - far faster than the *Planetree's* capabilities. I sent, "Proceed independently and carry out your mission" to the Navy vessel.

That was the last I saw of the Navy ship or the periscope. To this day, I do not know what the Navy found, if anything. However, we did receive a message the next day from the Navy commander of the Western Pacific saying, "Well done. In spite of negative results, I am proud to render the second 'well done' this month."

That was the end of the periscope incident. I have wondered ever since what kind of Navy ship came out from Guam. It looked like a yacht. I

approached Guam's Apra Harbor, I was on the bridge and sighted what I was certain was a submarine periscope near the harbor entrance. I looked very carefully with the best binoculars we had and I was sure it was a periscope. I decided to send a message to U.S. Coast Guard headquarters saying that we had spotted a periscope and was any action required by us?

Shortly afterwards I received a message from the Navy Commander of the Western Pacific. It stated that they were very interested in this periscope sighting and would I keep it in sight. I was told a Navy vessel would very shortly join the *Planetree* in following the periscope to attempt to determine who it represented.

I took the *Planetree* to the vicinity of the periscope, which did not seem to be bothered by the presence of the *Planetree*. It just moved along the coast, and we followed it slowly; it was going about 4 knots. Shortly thereafter, I saw the Navy ship on the horizon, traveling at a terrific rate

maintain station 400 yards on my port beam." Off he went at 20 or 30 knots.

I asked him on the radio, "Have you spotted the periscope?" "Yes, ready to proceed." So in tandem we followed the periscope while keeping it between the two ships. The periscope didn't seem to be troubled at all. It initial-

looked through US Navy ship photos of the 1950-1960 era and my best guess is that it was a Farragut-class Destroyer. Though junior to me, I envied the Lieutenant Commander in command of that vessel as he had a really fun ship to play with. 



USS Preble. Photo: Service Depicted, NavyCommand Shown: No113 - ID:DN8706752



by Captain
Kevin Coulombe
#3221-RU

Today's License Renewal Process

That point or flaw in the mysterious space-time continuum was on the edge of my consciousness: that is - my license was due to expire in the present calendar year. I had last renewed

my license in the 2012, a fact that seemed to have only recently occurred. It seems like yesterday that I had driven to Seattle to deliver my application to the Regional Exam Center (REC) at the Federal Building. (In point of fact, I renewed my medical certification there in 2015.)

Besides radar, it is now necessary to take refresher training in basic safety and advance firefighting when renewing your license. Faced with the inevitable, I considered renewing it prior to January 2017 to avoid the complication of refresher training but found that I was just outside the window. Having come to appreciate the importance of continuous professional development, I was more than willing to take the needed refresher training. It always surprises me to find what I have forgotten or what has since been adopted as standard practice in the maritime industry. While required refresher training is time consuming, I always came away a stronger professional mariner.

I needed to complete my refresher training between ship dispatches. Fortunately, the maritime training industry has stepped up to meet the demand and I was able to find

a training facility that enabled me to complete the programs within my time restrictions. I had to pull together all the necessary credentials, training, medical exam, physical assessment, drug screen and application prior to making my appointment with the Regional Exam Center (REC).

At the top of the list was the Transportation Workers Identification Card (TWIC). In the past, this had required its own set of hurdles to overcome, but to my surprise the process was much easier this time. Much of the work is done online, including the

“The shoreside orientated (firefighting) facility does not seem to capture the nuances of a shipboard scenario...”

appointment process which set me up for a local office interview the following day. In less than two weeks I received my new TWIC card in the mail. Picking up the TWIC in person is no longer required. My only disappointment in the process was the photo printed on the card: it was not very good and I am surprised the credentialing authorities accepted it. To their credit the interviewing officer offered me the chance to check the photo at the time it was taken, but I had declined. That was a mistake because you must bear in mind the SAME photo will be used in the new license book. So ultimately, my disappointment was repeated twice

Some weeks later, I traveled to my training center of choice for basic safety training (BST), advanced firefighting (AFF) and RADAR. Everything went well, more or less. BST necessitated a

pool session and donning a survival suit in under two minutes. I had to don the suit twice as I had difficulty getting the hood on, I think the suit was on the small side for me or my donning sequence was not efficient. The second try got me a passing mark but just barely.

Firefighting training was conducted at a shoreside orientated firefighting training facility rather than a maritime orientated facility. Having now trained in both regimens, I think the maritime facility is the preferable option. The shoreside orientated facility does not seem to capture the nuances of a shipboard scenario, such as water-tight doors, machinery spaces and ladderwells.

Radar also proved to be an interesting experience. I had always done well in the past, either with grease pencil or paper plot. This time, we were required to do a real time paper plot and execute a maneuver in a bridge simulator. In testing I found myself chasing the simulator and had to do some fancy rudder work but somehow succeeded in meeting all the test requirements: it was a chastising experience.

TWIC card, classes and training certificates in hand, I now had to get a medical certificate. This required a medical physical exam and a human performance assessment. The latter part can be a challenge to accomplish as it usually requires a clinic or office with a physical rehabilitation facility. At the time, I was nearly 61 years old, do not take any prescriptions or have chronic health issues and I sleep pretty well, so my certification came easy. But others should be aware that there can be complications. Any pre-existing conditions can necessitate further office visits and specialists. These concerns should be planned for in advance.

The drug screen is routine. However, your application requires a letter from

New Members and Changed Membership Status

Welcome Aboard

You now have all the benefits of membership!

#3458 -AC: Cadet **Aaron James Harman**

Currently a Cadet at Cal Maritime Academy
Sponsored by Cadet Tom Christofk, # 3422-AC

#3459-AC: Cadet **Maree Celeste Larsen**

Currently a Cadet at Cal Maritime Academy
Sponsored by Captain Don Moore, # 1513-L

#3460-RU: Captain **Eric Lee Durrance**, Licensed
Master Mariner

Currently sailing as Master on *M/V Dino Clouest*

Sponsored by Captain John Konrad, # 3205-S

#3461-AC: Cadet **Thomas Cortez Fellows**

Currently a Cadet at Cal Maritime Academy
Sponsored by Captain Nick Lewis, # 3035-RU

#3462-RP: Captain **Nicholas Andrew Christian**

Currently working as a Columbia River Bar Pilot

Sponsored by Captain Dan Jordan, # 2698-RP

#3463-AL: Third Mate **Sarah Louise Adams**

2017 Graduate from Texas Maritime (TAMUG)
Sponsored by Captain Mike McCright, # 2753-S

Life Members

Congratulations and thank you for your support!

2780-RU: Captain **Thomas M. Tomlinson**,

Member of CMM for 33 Years
Resides in Larkspur, California

1525-RU: Captain **John S. Holmes**

Member of CMM for 34 Years
Resides in Manahawkin, New Jersey

1671-RU: Captain **Peter Chelemedos**

Member of CMM for 56 Years
Resides in Edmonds, Washington

the medical review officer (MRO), so be sure the MRO letter is properly prepared. Finally, you need copies of your record of sea service or discharges.

The REC visit is scheduled online. I suggest going first thing in the morning when the office opens, as this allows the rest of the business day to correct any omissions or mistakes in the application. Assuming everything is in order, the REC visit should not take much more time than is necessary to copy your record of sea service or discharges. In my previous two visits to the REC, I arrived early, got called into the review, completed the review and was walking out the door in search of coffee and breakfast - before my actual appointment.

Review, verification and approval by the USCG National Maritime Center, West Virginia, can be a slow process. However, I was informed by email of the status of the process every step of the way. I was informed when my application package was dispatched by the local REC, when it was received,

and when the medical and professional parts were under scrutiny. For 2017 processing took approximately 10 weeks. I had actually returned to work

on my old documents, making arrangements to have my new documents sent to my employer's office who forwarded them on to me on board ship.

Protect Your License & Your Livelihood

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

Don't take a risk you can't afford to lose. Let MOPS Marine License Insurance protect your credentials, financial security and professional reputation for one very affordable annual premium.

Call MOPS today at **800-782-8902 x3608**, or visit www.mopsmarinelicenseinsurance.com for a free, no-obligation premium quote. 



CAMM Raises Money for Youth Maritime Training



By Captain Doug Subcleff,
CAMM #2329-R



PHOTOS BY CAMM

Manning the registration table, LtoR Captain RJ Klein, Ms Alicia Barnes (Director PSM), Ms Pat Hartle (CAMM), Ms. Rachel Shrewsbury (PSM Board), and Roger Oaconbech (PSM-YMTA)



Left, YMTA Diego wins putting. Above, RJ Klein hands Rober Oaconbech a check for \$9,000.

At the October meeting of the Seattle Chapter, Roger Oaconbech of Youth Maritime Training Activates (YMTA) and Puget Sound Maritime was presented with a check for \$9,000. The money is used for scholarships and operating costs for YMTA (www.ymta.net). Roger thanked CAMM Seattle for their years of support, and described the many trips he has made to local schools to inform students of maritime career possibilities, including the programs and scholarships available through YMTA.

YMTA was formed in 1996 to expand youth awareness of job prospects avail-

able in the maritime field, and facilitate training and education opportunities. Seattle Chapter President, Captain RJ Klein served briefly on the steering committee in 2004. In 2007, Captain Klein suggested to the Seattle Chapter that they host a golf tournament with the proceeds going to YMTA. The idea was well received by the chapter members and the first tournament was held at Mt. Si Golf Course on August 21, 2008., with only 44 golfers attending. The numbers quickly increased as word spread that this was a fun golf outing for a good cause,

and now 650 golfers participate yearly on the Thursday before Labor Day.

Now in its 10th year, the Bob Magee Memorial Golf Tournament has given YMTA over \$78,000. The goal was for CAMM Seattle to support maritime education and introduce and young people to the industry. The goal has been achieved with the added benefit of making the Puget Sound Maritime Community aware of the Council of American Master Mariners and its Mission. 

A Visit with CAMM Lifetime Member Captain Larry Worters

Captain Manny Aschemeyer, CAMM #1548-R

During the first weekend in November, Captain George Sandberg (President NY/NJ Metro Chapter) and I visited with CAMM Life Member Captain Larry Worters (#812-L) at his home on the South Shore of Long Island, in Merrick, NY. Captain Worters is an esteemed Professor Emeritus from the United States Merchant Marine Academy at Kings Point, NY and has been a member of CAMM for 42 years. He was a longtime friend and colleague with the legendary Captain Ray Eisenberg and Captain Worters had organized, facilitated, and hosted the 100th Birthday Party for Captain Eisenberg at Kings Point in November, 2008. Captain Worters also helped organize the Memorial Service for Captain Eisenberg when he “Crossed the Final Bar” in May of 2009.

I had made a special trip from

California to see and be with this old shipmate, friend, and longtime “pen pal.” Larry had just celebrated his 92nd birthday in September and is now fighting a serious battle against cancer. We enjoyed sharing an afternoon “swapping sea stories” and the visit was full of warm memories, camaraderie, and strengthened personal ties. All three men were touched by this visit. All of us at CAMM wish Captain Worters



L TO R Captain Aschemeyer, Captain Larry Worters and Captain Sandberg

Godspeed in his fight against cancer. Larry is supported by his loving wife Vera and daughter Loretta.

CAMM a Sponsor at Maritime Security West

Captain RJ Klein CAMM #1751R

Maritime Security West and Washington State Marine Law Enforcement held a joint conference in Tacoma, WA, September 20-22, 2017. CAMM had a booth at the conference to answer questions about the organization and the US Merchant Marine in general. CAMM members, Captain Paul Willers (recently retired from Maersk Lines), Captain Don Moore (Seattle Chapter Treasure and past National Secretary Treasurer), and Captain RJ Klein (Past President and *Sidelights* Editor) staffed the booth.

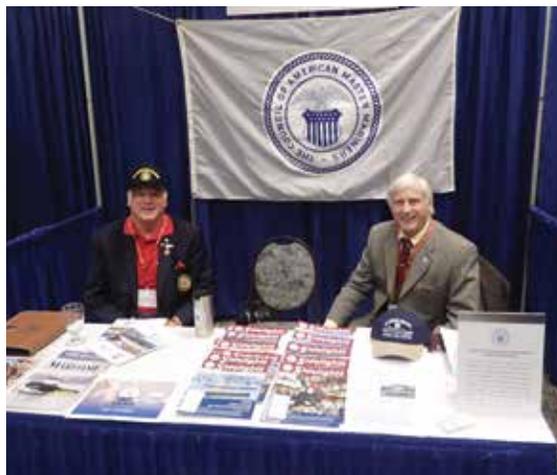
The conference focused on the safety and security of our ports and ships as not just the responsibility of the US Coast Guard, Homeland Security, and first responders, but on all maritime stakeholders. Captains, pilots, merchant mariners, and all others in the maritime community play critical roles in keeping our ships,

ports, and coastlines safe and secure.

There was a presentation on cyber attacks on shipboard electronics. The Customs and Border Patrol (CBP) demonstrated their equipment for x-raying containers. The equipment can determine the composition and origin of radioactive material inside a container. Containers are selected for examination based on tips received and by cargo manifest data, which includes manufacturer, shipper and point of origin.

Over 50 people visited the CAMM booth, asking questions about the organization. The CAMM members in attendance had an opportunity to interact on a social and professional level with Marine

Law Enforcement, the USCG, the CBP, and Local Port Officers. At the Conference, CAMM was able to introduce the organization to a different segment of the Maritime Industry.



Captains Don Moore and RJ Klein at the conference.

New Cadet Chapter formed at Cal Maritime Academy

CAMM Attends Cal Maritime Career Day

Captain Manny Aschemeyer, CAMM #1548-R

CAMM was a Sponsoring Organization at the Career Fair held at Cal Maritime in October. The information booth was manned by: Captain M a n n y Aschemeyer, C A M M ' s



Right: Captain Manny Aschemeyer, CAMM National Secretary/Treasurer, and Cap'n Nick Lewis, CAMM Faculty Advisor, stand with cadets from CAMM Cadet Chapter at CSUMA. Cadet Christofk is in the middle on left.

National Secretary/Treasurer, a 1963 Cal Maritime Graduate, and Past National President of the Cal Maritime Academy Alumni Association; Captain Nick Lewis, (#3034-RU) an instructor at Cal Maritime and CAMM's Faculty Advisor, and Cadet Tom Christofk (#3422-AC) the newly elected President of the CAMM Cadet Chapter at Cal Maritime.

CAMM's presence at the Career Fair was successful as over 20 cadets stopped by to talk about career opportunities in the maritime industry. They learned about the benefits of joining the new CAMM Cadet Chapter and how their membership in CAMM can benefit them after they graduate. Several Cal Maritime Cadets signed up to become "AC" members in CAMM. In addition to Cadet visits, several Cal Maritime

staff and administrators stopped by the information booth and thanked us for our participation and support.

Cadet Christofk, with help, advice and encouragement from Faculty Advisor Captain Lewis along with former Faculty Advisor, Captain Tuuli Messer-Bookman (#3293-S) and Captain Aschemeyer, has been "on fire" in his efforts to establish the Cadet Chapter. Cadet Christofk was tremendously focused and dedicated with the tasks and responsibility of getting needed sanctions and permissions from the California State University system to enable a CAMM Cadet Chapter to be officially reviewed and approved as an established club on campus at Cal

Maritime. It was a long two years, a complicated and arduous path to success.

Cadet Christofk plans to conduct a "kick off meeting" of the new Chapter. Captains Lewis and Aschemeyer will assist in planning this important first meeting to help launch the new Chapter on a positive note. The intent is to make that first session a memorable, enjoyable, and an attractive experience for all the Cadets who attend. Cadet Christofk will submit reports about the new CAMM Cadet Chapter at CSUMA for inclusion in *Sidelights*. CAMM National is excited and enthused about the possibilities of the newest CAMM Cadet Chapter. 

How to Avoid Collisions

It is helpful to think of the Colregs as 'ship separation rules'. This mindset helps encourage early and positive actions. It is better to make an early adjustment to course or speed than to spend too much time using VHF, radar features or ECDIS/AIS to make an assessment.

Dr. Steve Price

From The Nautical Institute, The Navigator, February 2013

CAMM Seattle Maritime Person of the Year

John Foster – Lead Instructor at Ballard Maritime Academy

CAMM Seattle's 2017 Maritime Person of the Year is John Foster, the Lead Instructor at Ballard High School's, Ballard Maritime Academy. John is the 30th recipient of this award and was nominated by Seattle's esteemed Associate member, Pat Hartle.

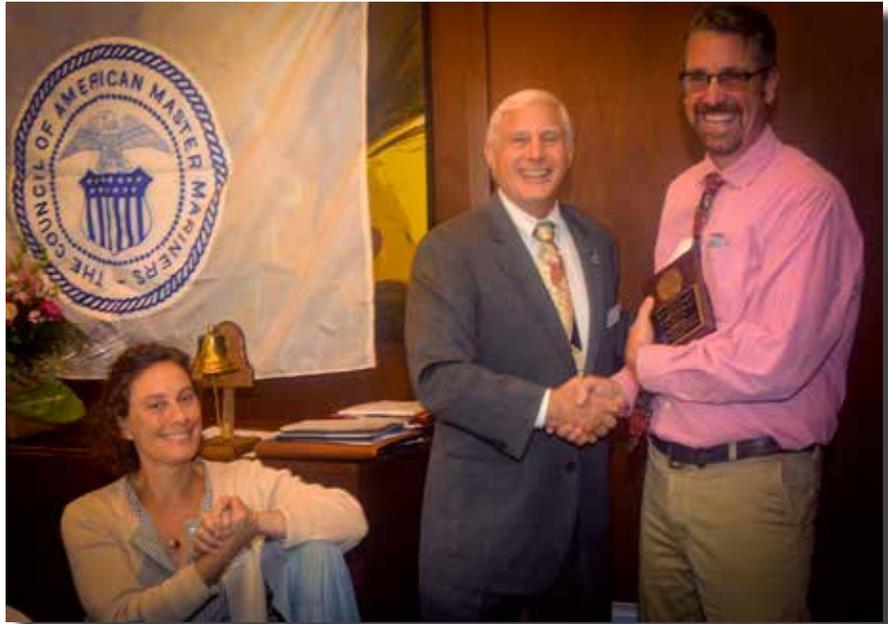
Captain RJ Klein's introduction of honoree John Foster included his personal observations of John's enthusiasm for teaching his students during the Maritime Day afloat program aboard the *Virginia V*.

John was presented with a CAMM plaque that was inscribed: *"In recognition of your dedication to Youth Maritime Education. Your mentoring of local youth brings Honor and Prestige to the Pacific Northwest Maritime Community."*

John began his acceptance speech by first thanking his wife Anna for her steadfast support over the years. He then recalled his father's sage advice when he enlisted in the Navy in 1984: #1 to be good to the cooks, and #2: Learn all you can. He used that advice to his advantage, particularly "Learn all you can." He recalled that during his Navy service he made his way up to the bridge of the ship from his station in the machine shop, and saw "another world" up there. Years later, his teaching career taught him that students need to get real world experiences outside of the classroom. For many students, it is the hands-on training that makes learning more relevant.

John Foster, CAMM Seattle's 2017 Maritime Person of the Year

John Foster was born on Midway Island where his father was stationed in the U.S. Navy. John's early maritime experiences included sailing small



Captain RJ Klein presents the CAMM Maritime Person of the Year Plaque to Mr. John Foster as his wife Anna watches

boats on the inland waters around Spokane, Washington until he left Central Valley High School in 1984 to enlist in the US Navy. His service included machinist mate on the *USS Sacramento*, cryogenic training in Norfolk, VA, duty tours on sub-tender *USS Proteus*, including the Dive Locker in Apra Harbor, Guam. He achieved the rank of 1st Class Petty Officer, E-6. Leaving the Navy in 1990, John changed course and earned an English Teaching degree from the University of Washington. In 1997, meetings with the Youth Maritime Training Association, the Seattle Public School Superintendent, Ballard High School Principal, and others, developed a first of its kind in the United States high school with a maritime training curriculum. Ballard High School teacher John Foster was a natural fit and was enlisted to be part of this very unique project. Ballard Maritime Academy

(BMA) continues to thrive, supported by grants from many Puget Sound maritime partners. BMA students have gone on to state and federal maritime academies, professional training facilities and careers in the ocean sciences. These students have offered countless positive testimonials about BMA's Lead Instructor John Foster.

In May, several CAMM members participated in the Ballard Maritime Academy's training day aboard the *Virginia V*. They instructed students in the rudiments of plotting on a paper chart. During that instruction, it was learned that the students were totally unfamiliar with Navigational Triangles. This was because the budget did not allow for this expense. The Seattle Executive Committee decided that this should

Continued next page >>>

CAMM Represented at the National Meeting of the Company of Canadian Master Mariners

Captain Don Moore CAMM #1513-L

Captain RJ Klein and Captain Don Moore represented CAMM at the Company of Canadian Master Mariners (CMM) Conference and Annual General Meeting. The Conference was the centerpiece for the CMM's 50th Anniversary Celebration. The event was held September 29-30, at the BC Institute of Technology Marine Campus in North Vancouver.

Presentations at the Conference were well received. One speaker talked about Rolls Royce's move toward autonomous ships. The speaker noted that, having been around the marine industry for a long time, Rolls Royce should know that Rule Five is not going anywhere soon, nor should it.

Rule 5: Look-out. Every vessel shall at all times maintain a proper look-out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision.

Another item of note was the suggestion that the Maritime Industry should adopt one of the best practices now being used in the medical profession, which is called a "Never Happen Event." The idea is that there are certain events that should never happen – for example, surgeons should never leave surgical items inside a patient. For the Maritime Industry this could be a major oil spill or collision. The goal would be to make these "Never Happen Events."

At their AGM, new officers were elected. This included a change at the top with Captain Chris Hearn replacing Captain Rick Gates as National Master and President. In addressing the membership Captain Hearn said, "For me it means I get to help an organization give back to our profession by acting in an advocacy role for shipmasters and senior shipboard officers, and in many ways, anyone who is part of Canada's marine transportation industry."

During the AGM, Captains Klein

and Moore offered their congratulations to the Company on their 50th Anniversary. They also gave a brief synopsis of recent CAMM activities. Captain John McCann, CMM's Positions Chairman, asked for elucidation on the procedure used by CAMM to create and review their positions. This process was explained in some detail and CMM liked how CAMM presented each position to the membership at the AGM for review and a vote to continue, discontinue or amend. The Company was keen on the idea of presenting the updated position to key members of the US Congress.

On Friday evening, CMM hosted a cocktail reception at the Lonsdale Quay Hotel, overlooking Vancouver Harbor and on Saturday evening a dinner was held at the Tap & Barrel. It was a good time to talk socially and discuss items of equal concern to CAMM and CMM.

Maritime Person of the Year >>> Cont'd from page 31

be corrected and arranged another presentation for John: 10 navigational triangles to be used at the Ballard Maritime Academy.

Prior to receiving the award, John was interviewed by Captain Doug Subcleff. After reading the list of previous winners, which included Captain Harold Kildall (Kildall's Nautical School), Thomas Crowley, Sr. (Crowley Maritime CEO / Chairman), Robert Magee (TOTE Shipping CEO), Matt Nichols (Nichols Brother Shipyard CEO), Captain William P. Crawford (Crawford Nautical School), Captain Peter Chelemados (WWII vet., maritime author), Captain John M. Cox III, (CEO Black Ball Ferry Line), and Captain Deborah Dempsey (Distinguished Master Mariner), John said he wasn't sure he was worthy to be selected for inclusion into such an accomplished group. The selection committee felt otherwise. Teaching young students about the opportunities available in the maritime industry is needed now more than ever. Without dedicated instructors like John, the Maritime Industry would be hard pressed to bring needed people into its work force. John Foster's inclusion on the list is well deserved.



John Foster displays new navigational triangles.



IMO Press Briefing 22
September 8, 2016

IMO discusses the humanitarian challenge of mass migration

Unsafe mixed migration by sea continues to claim many lives, despite the strenuous efforts made by Governmental and naval rescue services, often supported by merchant vessels, abiding by the long-standing tradition and legal obligation to go to the rescue of persons in distress at sea.

The complexities of this humanitarian challenge were discussed on Monday (30 October) at a meeting hosted by the International Maritime Organization (IMO), bringing together representatives of UN agencies, the maritime industry and European Union naval forces.

For the rescued and seafarers alike, the experience can be harrowing. A modern merchant vessel is unsuited to carrying large numbers of survivors, offering inadequate shelter, medical care or sanitation in such situations, and with limited spare food and water on board.

Three rescues involving merchant ships in the Mediterranean illustrate the challenges.

In October 2016, the fully-laden oil tanker *Okyroe*, with a crew of 21 seafarers on board, rescued 1,536 people from rubber dinghies; 778 were transferred to rescue vessels over a two-day period and 758 were transferred by the vessel to port of Augusta, Italy.

In August 2016, the platform supply vessel OOC *Jaguar* rescued 501 people from several rubber boats, including one just-delivered baby and her moth-

er. A crew member unwrapped the umbilical cord from the baby's neck and helped the mother deliver the placenta.

In April 2016, the container ship *Hamburg Bridge* rescued 310 people who had been crammed aboard one small boat.

Reports show that this year (up to 29 October), some 149,785 migrants and refugees entered Europe by sea. The majority arrived in Italy and the remainder were divided between Greece, Cyprus and Spain. But 2,826 individuals who attempted the journey, during the same time frame, lost their lives at sea. Although the number of deaths in the Mediterranean has seen a decline, year on year, the ratio of fatalities to attempted journeys is increasing.

Merchant vessels become involved in about one in ten rescue operations in the Mediterranean - 101 cases to date in 2017, and in 112 cases in 2016 - in the sea area covered by the Rome, Italy, Maritime Rescue Coordination Centre, the meeting was told.

While search and rescue operations continue, the meeting participants recognized that the systems established under IMO's Convention for the Safety of Life at Sea (SOLAS) and the Search and Rescue (SAR) Convention were never envisaged as, or intended to be, a response to mass migration.

"Although governments and the merchant shipping industry will continue rescue operations, safe, legal, alternative pathways to migration must be developed, including safe, organized migration by sea, if necessary," said IMO Secretary-General Kitack Lim.

The solutions to reducing the loss of life at sea were discussed. These include addressing "push" factors, tackling the criminal activi-

ty involved in people trafficking and enhanced collaboration amongst international agencies and States.

Attending the meeting were representatives from International Organization for Migration (IOM), the UN Refugee Agency (UNHCR), United Nations Human Rights (OHCHR), the United Nations Office on Drugs and Crime (UNODC), the European Union Naval Forces (EU NAVFOR), BIMCO, the International Chamber of Shipping (ICS), the International Federation of Shipmasters' Associations (IFSMA) and the International Transport Workers' Federation (ITF).

The record of views of the meeting will be fed into the Global Compact on Migration, a UN Member State-led process that emanated from the 19 September 2016 New York Declaration for Refugees and Migrants approved by Heads of State during the UN General Assembly. This two-year long process is expected to culminate in the adoption of the GCM at an intergovernmental conference on international migration in 2018.

Note:

Rescue at Sea: A guide to principles and practice as applied to refugees and migrants, prepared jointly by IMO, the International Chamber of Shipping (ICS), and the Office of the United Nations High Commissioner for Refugees (UNHCR), is available to download at <http://www.imo.org/en/MediaCentre/HotTopics/seamigration/Pages/default.aspx>.



Port State Control to Strengthen Collaboration with IMO



IMO Press Briefing 22
September 8, 2016

The port State control regimes which carry out inspections on ships to monitor and enforce compliance with international regulations have pledged to strengthen their collaboration with the

International Maritime Organization (IMO) and amongst themselves.

A recent workshop (24-26 October) for port State control (PSC) MoU/Agreement Secretaries and Database Managers and Member States, the seventh of its kind, was held at IMO headquarters in London, United Kingdom. Participants shared experiences, highlighted new projects and approved a wide range of recommendations, which are aimed at further collaboration, harmonization and information sharing. The recommendations will be forwarded for review by IMO and the regional governing bodies of PSC regimes.

Since the first regional PSC agreement was signed in 1982 (the Paris MoU), IMO has supported the establishment of eight other regional PSC regimes, achieving a global maritime network. The areas of responsibility of the nine regional regimes cover all (or part of) Europe and the north Atlantic (Paris MoU); Asia and the Pacific (Tokyo MoU); Latin America

(Acuerdo de Viña del Mar); Caribbean (Caribbean MoU); West and Central Africa (Abuja MoU); Black Sea (Black Sea MoU); Mediterranean Sea (Mediterranean MoU); Indian Ocean (Indian Ocean MoU); and Persian Gulf (Riyadh MoU). The United States Coast Guard maintains the tenth PSC regime.

The Workshop noted the growing number of PSC regimes implementing targeted inspections mechanisms, as well as incentive schemes, so that ships found in compliance with international standards are subject to fewer inspections, while sub-standard ships are targeted more.

The regimes feed IMO with PSC information, which has potential significant relevance to the IMO regulatory process. Specifically, annual reports on inspections and the outcome of concentrated inspection campaigns are reported to the IMO Sub-Committee on the Implementation of IMO Instruments (III). Furthermore, data exchange agreements enable a PSC module on the Global Integrated Shipping Information System (GISIS) to be populated.

Among the recommendations made by the meeting, the PSC regimes agreed to explore the development of statistical output and to look into the compatibility of their systems. They also agreed to consider moving away from “black/grey/white lists” towards expanding an individual ship risk profile approach.

As a potential step towards mutual recognition of other regimes’ activities, the PSC regimes agreed to convey to their regional governing bodies the recommended use of the results

of interregional information exchanges in their internal procedures, including their targeting systems.

The Workshop recommended that PSC regimes consider developing and maintaining, in their information systems, a coordinated list of under-performing ships. The possible development of a common platform for interregional exchange to facilitate informal exchange among PSC regimes, as well as the development of joint working policies, were also recommended.

The Workshop considered the possibility of establishing an outreach partnership between IMO and PSC regimes, the objectives of which would be to disseminate the outcome of the work of IMO; to collect first-hand feedback on implementation; and to develop technical cooperation and capacity building activities. Appropriate fora at IMO and in PSC regimes will be invited to consider this matter.

Existing technical cooperation activities, partially supported by IMO in order to encourage the sharing of expertise among PSC regimes, should be enhanced under IMO’s Integrated Technical Cooperation Programme (ITCP).

Recognizing the need for training of new entrants in port State and flag State personnel, the Workshop recommended that IMO consider developing a harmonized training manual for use by flag State inspectors and PSC officers.

To support the implementation of the Code of Good Practice included in the IMO Procedures for PSC, the III Sub-committee will be invited

2020 Sulphur Limit - No Exceptions

Consistent implementation is the only option when it comes to the 0.50% limit on Sulphur in fuel oil, which comes into force in 2020. Speaking at a conference for the refining and petrochemical industry in Athens, Greece (13-15 November), IMO's Edmund Hughes reminded participants that the 2020 global Sulphur limit will enter into force on 1 January 2020, without any delay. How to ensure consistent implementation will be the subject of important discussions at the next session of IMO'S Sub-Committee on Pollution Prevention and Response (PPR 5), both

at its session in February 2018 and during an intersessional working group to be held later in 2018. Compliance, enforcement and monitoring will be the remit and responsibility of both flag States and port States. The bunkering industry will also have a part to play in ensuring high Sulphur fuel oil continues to be supplied to ships equipped with approved equivalent methods, such as exhaust gas cleaning systems or "scrubbers." Mr. Hughes reminded participants of the commercial imperative for ships to be compliant. In addition to possible detention - which

would make the ship a high risk for future port State inspection decisions - a non-compliant ship could be considered as being "unseaworthy," so affecting their charter party and also indemnity in the event of an insurance claim. ↴



From IMO site

<http://www.imo.org/en/MediaCentre/WhatsNew/Pages/default.aspx>

Addressing Invasive Species

The spread of invasive species is recognized as one of the greatest threats to the ecological and the economic well-being of the planet. These species are causing enormous damage to biodiversity and the damage to the environment is often irreversible. Moreover, significant economic impact occurs to industries that depend on the coastal and marine environment, as well as costly damage to infrastructure. Direct and indirect health effects are also becoming increasingly serious. Ships have been identified as a vector for invasive aquatic species. This could be through species hitching a ride in the ballast water of ships, or by adhering to the ship's hull and external structures - a process known as biofouling. IMO addresses invasive aquatic species carried in ballast water through the Ballast Water Management (BWM) Convention, which requires ships to manage their ballast water to limit the spread of aquatic organisms.

The BWM treaty entered into force in September 2017. This landmark step was recognized at the latest meeting of the Inter-agency Liaison Group on Invasive Alien Species, which held

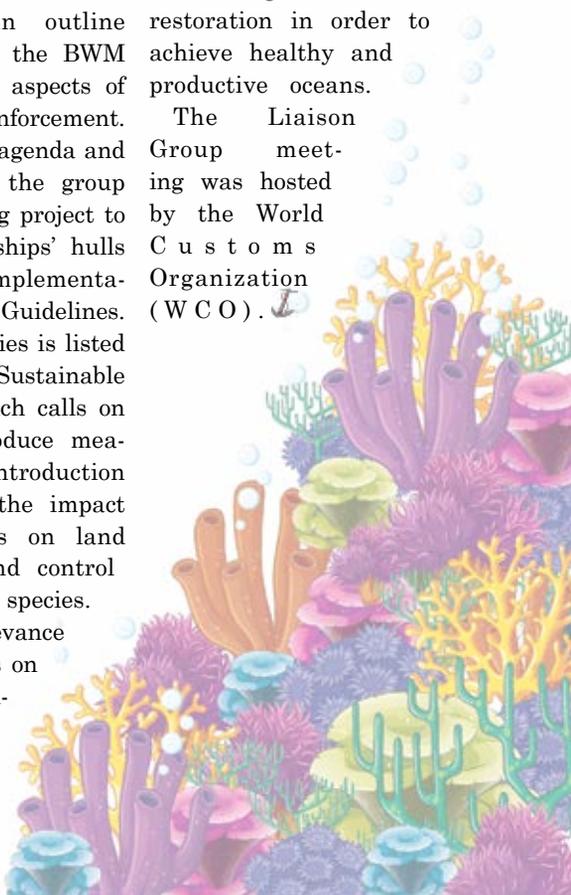
its 8th session in Brussels, Belgium (22-23 November). IMO's Theofanis Karayannis provided an outline of the main provisions of the BWM Convention and explained aspects of its implementation and enforcement. Biofouling was also on the agenda and Mr. Karayannis updated the group on IMO's latest Glo-Fouling project to address bioinvasions via ships' hulls through the effective implementation of IMO's Biofouling Guidelines.

Addressing invasive species is listed as a target under the UN Sustainable Development Goal 15, which calls on States, by 2020, to introduce measures to prevent the introduction and significantly reduce the impact of invasive alien species on land and water ecosystems and control or eradicate the priority species.

IMO's work also has relevance under SDG 14, which calls on States, by 2020, to sustainably manage and protect marine and coastal ecosystems to avoid significant adverse impacts, including

by strengthening their resilience, and taking action for their restoration in order to achieve healthy and productive oceans.

The Liaison Group meeting was hosted by the World Customs Organization (WCO). ↴

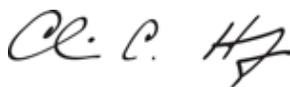


The end of the paper chase

DNV GL rolls out electronic certificates across entire fleet

I have not attended any IFSMA meetings recently. Here are excerpts from their Newsletter, which should be of interest to members. Wishing all a Merry Christmas and Happy New Year.

Signed



Cal Hunziker



*By Captain
Cal Hunziker
#2457-R*

In a historic first for the ship classification industry, DNV GL has commenced the roll out of IMO compliant electronic class and statutory certificates across its entire fleet. The widespread use of electronic certificates will result in significant efficiency gains for ship owners, charterers, regulators and crew, cutting down administrative burdens, processing time and document handling costs. This was announced from Hamburg on 16 October. For the past few years, DNV GL has been working on pilot projects with several owners and flag administrations to test and gain acceptance for the use of electronic certificates. This has resulted in almost 50 flag state administrations already having granted DNV GL the authority to issue electronic statutory certificates on their behalf, with more acceptances expected in the near future. In the words of Morten Nygaard, Fleet Manager, Teekay Offshore, owners of one of the vessels used in the pilot projects: 'The electronic certificate regime offered by DNV GL has provided us with a unique advantage in the contemporary market, where leverage from digitalized highend efficient work processes plays an integral role.' Teekay Offshore is also looking to move their fleet to electronic class and statutory certificates

as soon as possible. Nygaard added: 'It is our intention to benefit from the new regime within the shortest possible time frames.' Certificates are published on DNV GL's customer portal immediately after an onboard survey is completed, so that all relevant parties can access the latest certificates from anywhere in the world. Electronic certificates are secured with a digital signature and a unique tracking number (UTN) which can be checked online, assuring validity and authenticity. DNV GL has commenced the roll out of IMO compliant electronic class and statutory certificates across its entire fleet. (Copyright DNV GL). Knut Ørbeck-Nilssen, CEO of DNV GL – Maritime concluded by saying: 'Over the last several years we have been leveraging digitalization to improve the experience of our classification customers. The roll out of electronic certificates is a significant step forward in our pathway towards modernizing classification. Electronic certificates will smooth our customer's interactions with class, allow stakeholders across the industry to capture value from digitalization, and give us a platform for future improvements.' Customers can choose to share access to their certificates with stakeholders (charterers, ports, flag administrations, insurers) by using temporary access codes. With the temporary code the stakeholder can directly access the customer's secure

certificate folder, bringing the administrative burden on the ship owner down to the absolute minimum. Electronic certificates will be rapidly rolled out across the DNV GL fleet, with new-building vessels receiving certificates upon delivery, and existing vessels at their next scheduled survey or audit. For more information readers are invited to visit the electronic certificate webpage available here: <http://tinyurl.com/yd3f8kyj> DNV GL's Smart Survey Booking tool (SSB) At the same time as electronic certificates will be deployed through DNV GL's production system, clients will also be able to take advantage of the new Smart Survey Booking tool (SSB). SSB uses smart algorithms and machine learning to help customers find the best time and place to book a survey. Algorithms identify when the maximum number of survey items can be combined, by assessing the initiation and expiration dates for class surveys, audits and conditions. An estimation of the required time the ship needs to be available for the survey/audit, with the associated travel and costs is also generated. SSB will even recommend a port of call based on all of these factors. Finally, after a customer makes the booking, SSB provides a set of survey preparation documents for the crew of the vessel, enabling them to prepare more effectively. More information on SSB can be found here: <http://tinyurl.com/y873mlf3>

IFSMAs Unmanned Cargo Ship Development Alliance launched in Shanghai

China Classification Society (CCS) leads reform of shipping industry

At the end of June, the inaugural meeting of the Unmanned Cargo Ship Development Alliance and its 1st Council were held in Shanghai. Leaders and industry experts attended from: HNA Technology & Logistics Group, CCS, ABS, China Ship Development and Design Center, Hudong-Zhonghua Shipbuilding (Group) Co Ltd, 708 Research Institute of China State Shipbuilding Corporation (CSSC), Rolls-Royce, 711 Research Institute of China Shipbuilding Industry Corporation (CSIC) and Wartsila. China attended the meeting and witnessed the signing ceremony of the alliance charter. The Council of the Alliance adopted the relevant proposals for the work plan of 2017. As the first domestic cooperation organization in the field of unmanned cargo ships, the establishment of the alliance marked the beginning of change in China's approach to unmanned marine cargo transport. This alliance was driven by HNA Technology & Logistics Group and the China Classification Society, co-founded with five units at home and abroad, encouraging a number of the world's leading institutions to play a part. It is understood that the alliance would take advantages of all the players and integrate advanced technology at home and abroad to develop unmanned cargo ships with independent navigational capability and to promote the development of intelligent shipping. The alliance would not only promote changes in ship design and operation, but also facilitate the establishment of technology, regulation and standard

systems embodied in unmanned cargo ships. Combined with the accumulation of rules and standards as well as the field of the intelligent ship, CCS would further promote the development and innovation of intelligent technology in the industry through unmanned ship development. CCS Vice President Mr.

Sun Feng stated that CCS had initiated the relevant standard research work and would actively promote revision of regulations. The Society was willing to work with the industry to carry out unmanned cargo ship and related technology research, contributing to the capabilities of Chinese equipment.

Statement from the Maritime Administrator

I learned today that my alma mater – Kings Point – has once again received full accreditation from the Middle States Commission on Higher Education. As I've stated since my confirmation hearing, the success of the Academy at every level is one of my highest priorities, and this announcement is confirmation that the US Merchant Marine Academy is getting back on course for providing a world-class educational experience to our future leaders. My thanks to Rear Admiral Helis and his team for working to resolve the issues that were identified by the commission.

"It is not that life ashore is distasteful to me. But life at sea is better."

**Sir Francis Drake
(1540-1596)**

www.ifsma.org



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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 affecting 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

Mission Statement: 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.



Captain Cal Hunziker, CAMM Past President and IFSMA VP, at the IFSMA AGA in Baltimore, MD 2017



Captain RJ Klein CAMM Immediate Past President, with Congressman John Garamendi, Captain Jeff Cowan, Camm National President, and Captain Joe Hartnett, CAMM First Vice President



Above: Captain Coulombe, Captain Madden, and Captain McCann (Canada) share a moment at the Joint CAMM IFSMA 2017 Conference. Below: Captain George Quick makes a point about autonomous ships at CAMM 2017.





Membership Application

The Council of American Master Mariners, Inc.

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

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

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

Present Occupation:

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

Current USCG License:

Type:	Limit:	Expiration:
Endorsements:	Limits:	

Original USCG License:

Type:	Date Obtained:
Place/Institution obtained:	

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

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

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

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

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

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

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

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

Signature: _____ Date: _____

Sponsored/Referred by: _____

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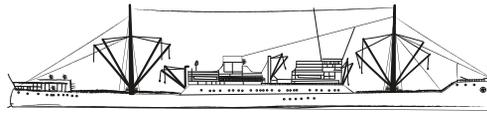
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