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Sidelights

December 2020 Vol. 50, Nº 5

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Gulf Coast Region

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Happy Golden Anniversary! 50 Years of *Sidelights*



Sidelights over the years.

Upper Left: Vol. 21, 1992, Lower Left: Vol. 40, 2010, Center: Vol. 25, 1996, Upper Right: vol 33, 2004 and Lower Right: Vol 45, 2015,

On 2 April 1946, The Council of American Master Mariners held their first regular meeting since 10 September, 1940. The Council had suspended activities due to World War II. At the meeting, Secretary Treasurer, Captain Thomas Sheridan, was directed to resume the publication of Transactions. All indications are that this publication was the house organ of the Council to keep members informed of CAMM's activities and provide industry information. Captain Sheridan died in June of 1964 and we have

no knowledge of the continuation of Transactions nor are we aware of the existence of any copies of Transactions.

In 1970, the Council began the publication of *Sidelights*. Volume numbers on magazines indicate the number of years of publication, while issue numbers indicate the number published during the year. This issue of *Sidelights* is Volume 50, No. 5.

Captain Ray Eisenberg was one of the early Editors of *Sidelights* with Marci Grady as the layout

person and publisher. In 2004, the Council began publishing the magazine with a glossy cover. *Sidelights* was 20 to 40 pages, depending on the amount of material submitted until 2010 when 40 pages became the standard. As *Sidelights* begins its next 50 years, we will remember our past while endeavoring to improve. ↓

RJ Klein

Captain RJ Klein

In This Issue



ON THE COVER

US Coast Guard Icebreaker Computer
Graphic Image

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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.

Correction and a Bit More...

Pg 6 Sidelights October 2020

Correction In the November 2020 edition of *Sidelights* (Vol 50, No. 4) the photo of the *Mayflower II* was improperly credited. The photo appeared on page 21 and should have been credited to Plimoth Patuxet Museums (www.Plimoth.org)

Mayflower II

The Massachusetts Historical Commission (MHC) deemed *Mayflower II* historically significant for its association with the founding story of the United States and as a full-scale ship that embodies the distinctive characteristics of a 17th-century English merchant vessel. The reproduction was designed by renowned naval architect William A. Baker, the ship also was acknowledged for starting a trend of building reproduction vessels. Built in Brixham, Devon, England from 1955 to 1957, *Mayflower II* arrived at Plymouth under sail on June 13, 1957 to great fanfare and 25,000 spectators. Since then, under Plimoth Plantation's stewardship, millions of visitors have crossed her decks to learn about the Pilgrims' journey.

The Plimoth Patuxet Museums

The Plimoth Patuxet Museums tell the stories of the Wampanoag people and the English colonists who created a new society – in collaboration and in conflict – in the 1600s. Major exhibits include *Mayflower II*, the historic Patuxet Wampanoag Homesite, the 17th-Century

English Village, and the Plimoth Grist Mill. Located less than an hour's drive south of Boston, and 15 minutes north of Cape Cod, the Museum is open daily from 9 a.m. to 5 p.m., seven days a week.

The below photos of the *Mayflower II* are presented with kind permission of the Plimoth Patuxet Museums



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Set of four



\$25 Ceramic Coasters
Set of four



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insulated



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\$5 Lapel Pin
Not actual size

Contact Captain Manny Aschemeyer to place your order.
Price includes tax, shipping and handling.

Major Losses for CAMM

No Relief in Sight for Seafarers



Captain
Cal Hunziker
CAMM National
President, #3070-RU

CAMM, AMO Vice President and political representative for AMO in Washington DC, passed away on 29 November from pancreatic cancer. Mike was one of our staunchest allies in Washington, DC. He was a respected voice in the maritime industry around the nation. His presence and advice will be sorely missed by myself and those presidents who come after me.

Change in Events VP

In late November, Captain Manny Aschemeyer resigned his position as Events Vice President. Although Captain Aschemeyer and I held conversations about his leaving, I was unable to convince him to remain as our Events VP. Captain Aschemeyer expressed that he was at the time in life where he thought he should spend more time his wife Flow Anne and less time on CAMM business. Captain Aschemeyer suggested that I appoint Captain Manny Amarosea to replace him, as Captain Amarosea was part of the team setting up the 2021 AGM/PDC. I contacted Captain Amarosea and he is willing to accept an appointment as Events VP. Therefore, I have temporarily appointed him to the position, awaiting Board approval.

I was just notified of a major loss to CAMM; Captain J. Michael Murphy a long-time member of

Relief for Seafarers

On the international maritime front, there are more than 400,000 officers and seaman stuck aboard ships. Many have continued to sail for four months (or more) after their contracts have expired. Say you are not a seaman, but a normal Midwestern citizen. You get up in the morning awakened by an alarm clock made in China. Your dress shirt was made in Bangladesh, pants were made in Taiwan, socks made in Vietnam and shoes made in China. For breakfast you had a bowl of cereal - the bowl made in China, coffee from Costa Rica, produced by a coffee machine made in Vietnam and you drove to work in a car made in Japan while talking on a cell phone made in Korea.

All the items you take for granted were delivered to you by ship's officers, merchant and seamen sailing the high seas in order to keep world commerce moving. Unfortunately, in this pandemic time, we see more and more problems associated with the processes of officers and sailors attempting to join their ships to relieve officer and sailors who had been stuck on board. Many for more than 20 months!

In the United States the flow of officers and seamen is controlled by the CBP Customs and Boarder Protection). Every port and district appears to have different rules that are applied to the interchange of officers and seamen on these ships. Being on board a foreign vessel for more than 20 months definitely means your seamen visa for the United States has long expired. Some ports will issue paroles to these men and women so

that they can travel to the nearest airport and fly home. Unfortunately, other ports refuse to offer paroles to officers and seamen which requires that they remain aboard at least until the next port.

In U.S. Gulf ports, we are fortunate to have Father Oubre heading up a group led by the Apostleship of the Sea to try and alleviate this problem. I attend most of the meetings by zoom. In the Gulf progress has been made with the Port of Houston now honoring the majority of paroles. Unfortunately, I was unable to attend the last meeting so do not know if any members from the East Coast or West Coast have joined the group. I suggested to Father Oubre at a previous meeting that he use his contacts in Los Angeles San Francisco, and/or Seattle to bring them into our group to find out what the problems were on the West Coast. Additionally, we will await reports from the East Coast to identify any problems they may be encountering.

I wish you a Merry Christmas and a happy and prosperous New Year. Please stay healthy out there and wear your damn mask! We don't need to lose any members to this pandemic or to any other illness in 2021. ↓

Captain Cal Hunziker

New Members and Changed Membership Status

Welcome Aboard

New Members

3526-RP **Captain Christian J. Julien**
USCG Licensed Unlimited Master Upon Oceans
and First Class Pilot Columbia River Bar Active
Columbia River Bar Pilot
Previously sailed 9 years with Liberty Maritime.
Resides in Astoria, OR
Sponsored by Captain Dan Jordan, CAMM #
2698-RP

3527-AC **Cadet Joshua C. Smith**
Currently a Senior Class Deck Cadet at Texas
A&M Maritime Academy
Resides in Bonney Lake, WA
Sponsored by Captain A. Roth # 3116-S and
Captain Calvin Hunziker # 2457-RU

Changed Status:

3105-S **Captain Preston D. Lewis**
Currently sailing as Chief Mate - Upgraded his
License to Unlimited Master
Resides in Brunswick, GA
Upgraded CAMM effective 14 November 2020



Letters to the Editor

CAMM welcomes Letters to the Editor. 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-us.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.

Apostleship of the Sea - United States of America

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3RD PRIZE - \$200

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Winner need not be a CAMM member nor present to win.

Winner drawn on May 7, 2021 AGM in Port Canaveral, FL.

Order tickets online at www.mastermariner.org

Or mail check payable to: The Council of American Master Mariners, Inc.

Mail to: CAMM, 3502 Prairie Dr. Dickson, TX 77539-9316

Proceeds help CAMM carry out its mission statement.

Continuing to Make Headway



Captain
Augusta Roth
Camm National
Secretary-Treasurer
#3116-U

Happy Holidays! I know everyone has had an unusual year and most likely excited to see the end of 2020. No matter who, what, when, where, how, or why on your matters, I wish you and your family the best for the winter season, plus, hope everyone's 2021 is much more satisfying than 2020!

I am closing up the first quarter of my Secretary/Treasurer term and happy to report we are still afloat. Once again,

thank you Captain Manny Aschemeyer for standing by as I took on a magnitude of responsibilities. There are many details which were hard to transition over due to COVID, but glad to report that the details are finally ironing out.

Dues and Budget Report:

As always, active members are amazing and prompt. I greatly appreciated the overwhelming flood of dues in November. The early reconciliation of dues really helps support the budget plan for 2021. At the close of this quarter and prior to the start of the annual year, almost 85% are paid. I will be following up on some snail mail returns due to change of address or other inaccuracy in initial mailing. I would also like to thank all of you who provided extra for donations to support our mission of CAMM. The budget is stable and sufficient. As the new year rolls out, I will be monitoring the budget for the AGM in Port Canaveral.

Membership Update:

As Captain Aschemeyer always reported, our numbers smaller than we would like. Good news - during my short period as Secretary/Treasurer, Captain George Zeluff, Membership VP, and I have been working jointly to improve our numbers. He will be providing membership information in the future.

Future from Secretary/Treasurer:

Late December 2020 to February 2021, I will be finalizing the last of the dues payments, updating the CAMM membership database, and preparing to send out the AGM Raffle tickets and late dues notices. Please be patient as I work through my first full year. It seems each month brings new details which I have to learn to conquer.

In 2021, I am expecting to move to more electronic measures of communications. I am working to find ways to reduce the cost of CAMM operations. Next year, we may be able to email the annual dues notice and follow up with a mail out of AGM Raffle Tickets and late notice after the 1st of 2022. Remember, annual dues are technically due on January 1st of each year.

AGM:

The AGM is quickly approaching and will be held in sunny Port Canaveral, FL. Make sure to save the date and register early. If you need extra packets of raffle tickets, please email me at captroth@mastermariner.org. I check this email regularly, not daily, so please allow leeway in timely response.

Remember to stay in touch with our organization. Visit our website often, read *Sidelights*, and promote CAMM. We have many active members within CAMM who are also working on many mariners' initiatives which must be tended to to ensure safety and health of mariners.

Hope to see you at the AGM!

Augusta D. Roth

Become a member of the Council of American Master Mariners and join us in supporting the U.S. Merchant Marine, the Jones Act and Seaman's working rights.



Go to:

www.mastermariner.org

Steaming to Djibouti

A book by Captain Sean Tortora

Join a motivated young merchant marine officer on his first journey onboard a venerable navy auxiliary steamship. Accompany him through the convoluted reporting for duty process and his truly surreal first tour onboard. Meet the odd-ball characters in the crew and follow their outlandish daily routine. Listen in to the truly jaw-dropping crew interactions.

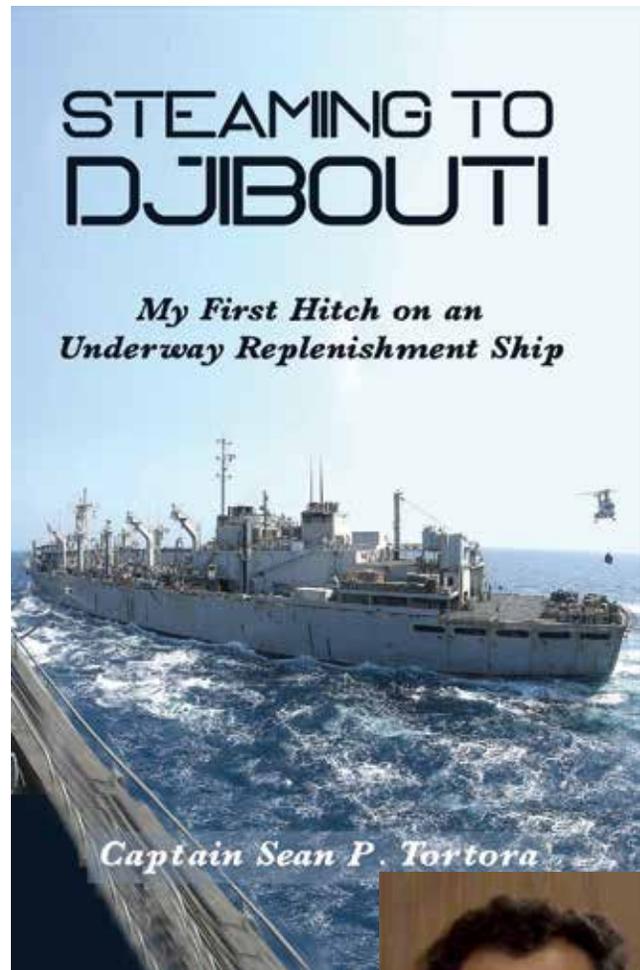
Joining the ship:

As I stood outside the Captain's office door with the Chief Mate while he knocked, I felt a sense of nervousness combined with a bit of excitement and adventure. Here I was getting ready to meet my first Captain on my first ship as Third Officer... As I prepared to walk into the Captain's office, I contemplated that I always had an idealistic characterization of my first Captain. He would be a maritime academy graduate, maybe even a Ft. Schuyler alum, middle-aged with a weathered look, but very dignified and masculine. He would be well-spoken, witty, maybe even in an aloof sort of way; he would be wearing a neatly pressed uniform with eagles on his collar, clean shaven, with salt-and-pepper colored hair. He would be medium height and medium build and, finally, would be of the utmost intelligence....the door opened, and there sitting in a filthy room, at a desk covered in papers that were in no real order and bedraggled, sat a huge Cro-Magnon-like man. He had the head of a bulldog, with the jowls and frown lines to match, the little hair he possessed was gray and in a comb over, and he had the body of Jabba the Hutt from those Star Wars films. He wore a way too small dingy, food-stained, yellowed under-shirt with rips under his huge armpits. His immense fat rolls billowed out from under his t-shirt.

Follow along through the myriad of hilarious adventures and astonishing experiences that can only be described as unbelievable. Along the way, you will find yourself alternating between shock and chuckles as you cannot wait to see what happens next!

Captain Sean P. Tortora, MS, USMS is a Master Mariner with 25 years at sea. He is also an unlimited Master of towing vessels and Master of underway replenishment vessels. During his career at sea, Captain Tortora has commanded many different vessels including tankers, general cargo, break bulk, ammunition, ocean towing and salvage, special mission, as well as underway replenishment vessels. Captain Tortora has conducted over 2,000 underway replenishment.

Captain Tortora is native on Long Island, New York, and holds both a Master's and a Bachelor's degree from the State University of New York Maritime College at Ft. Schuyler. He has served in the first Gulf War – Operation Desert Storm/Desert Sortie 1991-1992, Operation Noble Eagle – the response to the September 11, 2001 terrorist attacks on the World Trade Center, and the second Gulf War – Operation Iraqi Freedom 2002-2010.



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Captain Sean Tortora, Author of
Steaming to Djibouti

After retiring from the sea, Captain Tortora is now an Associate Professor in the Department of Marine Transportation at the United States Merchant Marine Academy at Kings Point, New York. He is the author of the marine firefighting textbook, Study Guide for Marine Fire Prevention, Firefighting, and Fire Safety, published by Cornell Maritime Press. Captain Tortora has been a member of the Council of American Master Mariners since 2013 (#3334-RU)

Over the Horizon, but Not Out of Our Hearts!



by Father
Sinclair Oubre
CAMM Chaplain
#3220-A

As I write this, just completed our fifteenth Crew Change Conversation. These weekly greets out of

questions raised to me about what is being done regarding the ability of seafarers to be repatriated during this time of COVID-19. CAMM members Captains Cal Hunziker and Kevin Coulombe have regularly participated in these calls and have added important insights in our discussions. We also have had regular participation from the International Transport Workers Federation, Apostleship of the Sea of the United States of America, the Port Arthur International Seafarers' Center, the North American Maritime Ministry Association, and representatives from the US Maritime Administration.

The thrust of the calls has been to understand the present situation with US and foreign mariners and try to formulate actions that can draw attention to the hundreds of thousands of mariners who cannot return home, the equal number who have not been able to return to work, and to encourage dialogue to bring the conditions of mariners more to the forefront of maritime stakeholders and governments.

Though these conversations have been important, they can fail to directly impact individual seafarers in their personal struggles during this pandemic. Highlighted are three programs

that are happening right now that makes the pandemic burden a bit easier for our merchant mariners. First, many seafarers' centers are actively shopping for seafarers who are restricted to their vessels by company policy or lack D-1 visas which would allow them to qualify for shore passes. As I write this, I just received a call from the crew of the *Stolt Kashi*. The crew is calling at Port Arthur Motiva tomorrow, but they will not be allowed to go shopping because of company policies. The crew will overcome the lack of shore leave by using the ship's internet to go online to the Port Arthur Wal-Mart web site. There, they will make up a shopping list, and send it through Facebook Messenger to the seafarers' center, where a staff person will do the shopping, and then bring the items to the ship. At the ship, the crew will reimburse the staff person for the purchases.

A second program at many seafarer centers is the Christmas bag program. This year, it is more important than ever, and seafarers' centers are making extra efforts to prepare bags and get them out to more ships than usual. A big help for this year's program has been the ITF's Seafarers Trust offering grants of \$750 to assist in buying items for Christmas bags, or to make Wi-Fi hotspots available for vessel crews.

A third program is through The Nautical Institute. The NI-Antwerp Branch came up with the idea of issuing Certificates of Appreciation to masters and crews during these times. The certificates express the appreciation of the presenters for the mariners' "commitment and personal sacrifice in serving the need" of their fellow citizens around the world. I have worked



Left to right: Ms. Susana Ascencio and Mr. Roosevelt Fernandez from the RighShip office in Sugarland, Texas hand off Christmas bags to Father Sinclair Oubre in Galveston. RighShip has prepared 200-plus Christmas bags for seafarers to be distributed by Port Arthur International Seafarers' Center, Houston International Seafarers' Center, Seafarer's Center of Galveston.

with the Port Arthur International Seafarers' Center to prepare and present these certificates to visiting vessels.

With more than 150,000 merchant mariners completing their contracts every month, and 150,000 seafarers trying to go back to work, with government policies changing daily, and the old prejudices against seafarers raising their heads, it is quite a bleak situation for the men and women who provide us with 90% of everything. Those of us in the seafarers' welfare community hope that these small actions will relieve some of the pain that our seafarers are carrying during this time of pandemic of 2020.





Council Reports

Executive Vice-President

Captain RJ Klein, #1751-RU
captklein@mastermariner.org.

With COVID vaccines becoming available, it is expected that our local Chapters will soon be able to hold in person meetings. Our Chapters continue to be an important part of CAMM's National Structure, as they enable us to participate in maritime affairs across the country. .

Government Liaison VP

Captain Jeffery Cowan - #3070-RU
captcowan@mastermariner.org

In early December, the U.S. Senate passed Congressman John Garamendi's (D-CA) amendment to the 2021 National Defense Authorization Act ensuring full enforcement of the Jones Act and other federal laws in offshore wind development. The amendment clarifies that the Outer Continental Shelf Lands Act, the 1953 law governing all offshore mineral and energy development, also applies federal labor, environmental, and anti-trust regulations to non-fossil fuel energy sources such as wind power.

The Garamendi amendment will fully enforce the Jones Act and other federal laws for all offshore renewable energy production in the United States' Exclusive Economic Zone (EEZ).

Congressman Garamendi stated, "My commonsense amendment simply clarifies that all existing safeguards governing offshore oil and natural gas extraction also apply to the offshore wind industry. This will enable American workers to support offshore wind development and provide a critical economic stimulus for our nation, with construction on the first major offshore wind project in federal waters set to begin as soon as next year."

International Relations VP

Captain Cal Hunziker, #2457-RU
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Report not available.

Positions VP

Captain Frank Zabrocky, #1964-RU
captzabrocky@mastermariner.org

No report available.

Media VP

Captain RJ Klein, #1751 RU
captklein@mastermariner.org.

Our website has been updated with details of the rescheduled AGM/PDC (<http://mastermariner.org/2021-annual-meeting.html>). A mail-in registration form is available, and you may also register online. Information about the hotel is updated. You can still become a sponsor - just click on the "Sponsorships" in the right-hand column of the Annual Meeting page.

We will post Chapter updates as they are submitted to us by Chapter Officers. Please send updates for your Chapter WebPages when you send your reports to *Sidelights*.

Make 2021 the year that you update your personal profile page for CAMM. To do this go to the CAMM website, "membership" and "membership login". If you have any difficulty signing in contact me at captklein@mastermariner.org.

Membership VP

Captain George Zeluff, #2530
captzeluff@mastermariner.org

Report not available.

Events VP

Captain Manny Aschemeyer, #1548-RU
captaschemeyer@mastermariner.org

Greetings, CAMM Shipmates! This will be my final report as your National Events VP, as I've decided to step down from that post to allow me to spend more quality time with my wife, Floy Ann. She needs my care, attention, presence and companionship more than ever.

Additionally we want to spend more time with our grandkids and great-grandkids. We have plans to "do more things together" – including travel by road trips & cruises. And more visits to the Outback Ranch by friends, family, and colleagues are anticipated as well. Looking forward to all that!

I have proposed that Captain Manuel Arosemena (CAMM # 3028-RU) be appointed to serve as our new National Events VP. As a proactive member of the Conference Planning Committee and newly elected Secretary for the CAMM Chapter in Tampa Bay, he has been involved and deeply invested in the upcoming 2021 AGM/PDC. I wish him "Good Luck & Godspeed" as he assumes his new duties and responsibilities. Please give him your full support as you have with me – thanks!

AGM/PDC

You will note the announcements posted throughout this edition of *Sidelights* that we are moving "full speed ahead" with plans to conduct the 2021 AGM/PDC live and in person in Port Canaveral. The conference hotel (Radisson Resort at the Port) has been confirmed with dates and rates and we have lined up an excellent array of speakers and presenters to address the conference theme: Applying Tomorrow's Technology to Today's Maritime Industr . There are also social events and other activities planned that you won't want to miss. Hope to see you all there!

There is one caveat – that is if there are still restrictions in place on travel and/or public gatherings due to ongoing COVID-19 concerns. If that were to happen, we are considering pivoting toward conducting a Virtual Conference. Dave Gardy (CAMM # 3607-A), who is the CEO at Maritime TV, has offered his assistance. They are readily equipped and experienced in producing such a conference. Dave Gardy has been responsible for assisting us over the past several years and has videotaped our Professional

Development Conferences and Closing Dinners for broadcast world-wide over his affiliated networks. CAMM has achieved national and international exposure and recognition that way! Thanks, Dave!

So that's "IT" from me once again. I'll be seeing you all again from time to time – and I'm planning to attend the AGM/PDC in May (Lord willin' and the river don't rise!). Stay safe & healthy out there

New York Metro

Captain George Sandberg, #1919-RU
Chapter President

Meetings suspended due to COVID-19. For meeting information contact Captain George Sandberg at: captsandberg@mastermariner.org.

Baltimore/Washington Report

Captain Joe Hartnett, #2193-RP

Meetings suspended due to COVID-19. Check the Chapter website for up-to-date information.

Port Everglades/Miami

Captain Paul Coan, #3021-RU
Chapter President

Meetings suspended due to COVID-19. Check the Chapter website for up-to-date information.

Tampa Bay

Captain Manny Arosemena, #3028-RU
Chapter Secretary/Treasurer

The Tampa Bay Chapter held in person meetings in October and November. We had a quorum for the October meeting and held elections for our Chapter Officers. Captain Michael Michelson was elected as President and Captain Manny Arosemena was elected as Secretary/Treasurer.

We were unable to hold our annual Christmas Party meeting in December. We are planning for a meeting in January. Details will be posted on the website.

Mobile Bay

Captain Jerome "Rusty" Kilgore
Chapter President

Meetings suspended due to COVID-19. Check the Chapter website for up-to-date information.

New Orleans

CE Horace George, #3223-A
Chapter Secretary

Meetings suspended due to COVID-19. Check the Chapter website for up-to-date information.

Houston

Captain Michael McCright, #2753-S
Chapter President

Meetings suspended due to COVID-19. Check the Chapter website for up-to-date information.

Los Angeles/Long Beach

Captain Dave Boatner, #2162-RU
Chapter President
By Captain Manny Aschemeyer

Meetings suspended due to COVID-19. Check the Chapter website for up-to-date information.

San Francisco Bay Area

Captain Nicholas Lewis # 3034 RU
Chapter President

Meetings suspended due to COVID-19. Check the Chapter website for up-to-date information.

Columbia River

Captain Bill Good, #1924-RU
Chapter Secretary

Meetings suspended due to COVID-19. Check the Chapter website for up-to-date information.

Seattle PNW

Captain Doug Subcleff, #2329-RU
Chapter Secretary

Meetings suspended due to COVID-19. Check the Chapter website for up-to-date information.

Arctic Ice and Antarctic Ice

Why do they behave differently?



The primary difference is geographical. The Arctic Ocean is the smallest of the world's oceans but is still very deep with an average depth of 745 Fathoms. It is closely linked with the climate systems around it, making it more sensitive to climate changes than Antarctica. Arctic sea ice has declined over the past five decades, while Antarctic sea ice has increased, and then declined.

The Arctic is an ocean covered by a thin layer of perennial sea ice and surrounded by land. ("Perennial" refers to the oldest and thickest sea ice.) Antarctica, on the other hand, is a continent covered by a very thick ice cap and surrounded by a rim of sea ice and the Southern Ocean.

The Seattle Times recently reported that the Polar Star will be deployed to the Arctic Ocean this winter. The ship's Captain, William Woit, noted the difference in the ice they will be breaking. Because it is frozen to the shoreline, the ice in the Antarctic it is typically very flat. The Arctic ice is very different. It is often broken up and tossed by winds and it smashes together to create ridges as it piles on top of itself.

Superstitious Sailors

Sailors are superstitious. It may have to do with them being isolated at sea and away from civilization. Today sailors know that these superstitions are mostly bogus. However, they make for a good dinner topic, and keep the conversation funny and interesting - something that is often needed in the tough life of a seafarer. Many superstitions abound on both land and sea, but sailors have superstitions that are not shared by landlubbers. Here are some of the most common ones.

A Woman Onboard is Bad Luck

Sailors love women when they are in port but having one on a ship was considered bad luck. Today this is a hard sell with more and more women joining the ranks of seafarers. This superstition arose from the belief that a woman onboard would distract the crew, which would anger the sea, causing treacherous conditions. On the other hand, naked women calmed the sea, which explains the preponderance of women with bare breasts as figureheads.

No Whistling

Whistling on a ship was forbidden. A sailor caught whistling was thought to be “whistling up a storm.” Also, clapping on a ship was believed to cause thunder and lightning.

No Redheads

Over the centuries, many cultures believed redheads were unlucky. If you happened to meet one before boarding, you could mitigate the bad luck by speaking to them before they could speak to you. Redheads also were considered to have fiery personalities – not a good trait to have on board.

Never Change a Boat’s Name

Never, ever, do this unless you want bad luck to follow you. However, carefully follow each step of the renaming ritual may save one from bad luck. You start by removing all physical traces of the name, since Poseidon keeps a record of every vessel’s name and the ritual will purge the old ship’s name from his book and his memory.

No Bananas Onboard

This may sound weird today but



The figurehead of the sailing ship Europa. She is a Dutch sailboat, built in 1911 and is based in The Hague. Every year she spends the winter touring the coast of Antarctica and in summer participates in the Tall Ships Races.

PHOTO BY JOSE LUIS CERNADAS IGLESIAA, CORUNA, SPAIN. TALL SHIPS RACE, AUGUST 2012, FROM WIKIMEDIA COMMONS, LICENSED UNDER THE CREATIVE COMMONS ATTRIBUTION 2.0 GENERIC LICENSE.

during the 1700s, many ships carrying a cargo of bananas disappeared at sea. One explanation is that bananas carried as cargo fermented quickly and released toxic gases, killing the sail-

ors on board. Another theory was that a peculiar species of poisonous spider used to hide in the bunches of bananas and crewmen died from their bites.

When The Last Hand Comes Aboard

by Richard John Scarr

*No more a Watch to stand, Old Sailor
You are outward bound on an ebbing tide
Eight Bells has rung. And last Watch done
A new berth awaits you on the other side.*

*Your Ship is anchored in God’s harbor
And although his sailors are of equal rank,
There will be Shipmates on the deck to greet you
And Pipe, as you ascend the Plank.*

*Her boilers with full head of steam
Cargo stowed and Galley stored
Just waiting to get underway
When the last Hand comes aboard.*

*Look sharp! That Hand is you, Old Sailor
And you’ll be sailing out on Heavenly Seas.
May the wind be ever at your back
Fair weather, and God speed!*

CROSSED THE FINAL BAR

CAPTAIN J. MICHAEL MURPHY #3092 RU

Captain Murphy died at home with his wife Randi at his side on November 29 at the age of 73. He was a 1965 graduate of Camarillo High School in California and a 1968 graduate of the California Maritime Academy. In 1969, he was selected for US Navy flight training and spent the next 23 years in the Navy. Captain Murphy served multiple operational tours and commands. While in the Navy he secured a bachelor's degree in computer sciences, and a master's degree in International Relations. He retired from the Navy as a Captain in 1992. After retirement from the Navy, Captain Murphy began sailing in the U.S. Merchant Marine. He commanded five different ships for Maersk, delivered and put into service three newly built LMSRs: *USNS Bob Hope*, *USNS Charleton* and *USNS Soderman*.

In 2010, Captain Murphy became the American Maritime Organization's (AMO) first National Vice President of Government Relations, a position he held until early this year. Additionally, he was chairman of the Maritime Safety Committee of the International Transport Workers Federation for more than 10 years. In that position, Captain Murphy was able to provide a voice for all seafarers at an international level. He joined the Council of American Master Mariners in 2004 and was a strong supporter of the organization.

Mike was married to Randi Olson Murphy for 51 years. They made their permanent home in Camarillo, California notwithstanding the travel and foreign assignments during his multiple careers. Mike also leaves his sister, Theresa "Terry" McConville (Ron), his brother, Patrick Murphy (Sandy), a niece and five nephews, a grandniece and nine grandnephews. He mentored many young seafarers, one of whom wrote, "Saying Captain Murphy was one of a kind is like saying Mount Everest is a mountain." A Celebration of Life will be held after the impact of Covid is lessened. The family asks that donations be made to the American Cancer Society or any Veterans Organization in his name.



CAPTAIN JIM RICHARDS #1171 RU

Captain James Richards crossed the final bar on November 20, 2020. He had been suffering from bone cancer and passed peacefully with his wife Sharon at his side. The couple was at their vacation home in Hawaii (Kauai) where they had been since February. They had been married for over 40 years.

Captain Richards was born in California in 1942 and was a 1963 graduate of California Maritime Academy. He sailed extensively on his licenses after graduation, aboard tankers with Pacific Coast Shipping and then West Coast Shipping. After sailing as Master with West Coast Shipping Captain Richards became a Columbia River Bar Pilot in 1981. He worked as a pilot until retiring in 2008. He became a member of the Council of American Master Mariners in 1981 and was a member of the Columbia River Chapter



CAPTAIN ANDREW STEGEN # 2652 RP

Captain Andrew Holton Stegen, 87, a native of Baton Rouge and longtime Metairie resident, was surrounded by friends and family when he passed away on October 22, 2020. He was born on October 24, 1932 in New Orleans, LA.

Captain Stegen served in the US Merchant Marine and was honorably discharged as a Naval Reserve Officer. He sailed in the U.S. Merchant Marine for over 10 years during which time he obtained his unlimited Master's license. He became a Crescent River Port Pilot in 1971 and retired from the Pilots in 2004. Captain Stegen became a member of the Council of American Master Mariners in 1971 and was a member of the New Orleans Chapter.

His grandchildren were his greatest treasure and he cherished spending time with his friends and family. Captain Richards is preceded in death by his wife of 58 years, Laura Whittington Stegen. He is survived by his sister Ing, his daughter, Loretta Nesbitt and husband Greg, his son, Eric Stegen and wife Bonnie, and grandchildren Lauren Nesbitt D'Brass, Natalie Nesbitt, Andrew "Drew" Nesbitt, Matthew Stegen, and Lillian Stegen. In lieu of flowers, the family is requesting donations to the Council of American Master Mariners in his memory.

Navigating the St. Lawrence: Challenging Waters, Rich History and Bright Future

The St. Lawrence marine corridor plays a key role in Canada's economy and supply chain. The geography as well as the unique physical attributes and water dynamics of the St. Lawrence challenge the commercial ships transiting through this maritime route in more than one way.



Company of
Canadian Master
Mariners

The St. Lawrence River is one of the world's major rivers, flowing into the estuary and gulf that shares the same name. It provides nearly 1,200 kilo-

meters of navigable waters that link the Great Lakes and North America to the Atlantic Ocean, a vital artery for Canada's economy and supply chain.

Some 8,000 commercial vessels sail this marine highway annually, carrying more than 100 million tonnes of cargo. In 2017, marine shipping activities on the St. Lawrence Seaway contributed more than \$16 billion to the Canadian economy, according to the Chamber of Marine Commerce.

The St. Lawrence marine corridor, made up of the river and the Seaway, is recognized for its economic value including its strategic location for global trade. Its challenging physical features and dynamic waters make it one of the most complex waterways in the world for ships to navigate. It is part of the traditional territory of the Kanien'keha:ka (Mohawk) Nation and the Wabanaki peoples including the Wolastoqiyik (Maliseet) Nation.

This article explores the physical characteristics of the St. Lawrence and the main challenges they pose to the commercial vessels. It also gives an overview of the safety measures and initiatives aimed at enhancing the productivity and sustainability of marine shipping on this major route.

St. Lawrence Seaway: A Short History

Commercial marine shipping on the St. Lawrence corridor has a long history. Indigenous people paddled the waters they called Kaniatarowanenneh, or the "big waterway", more than 9,000 years ago using it as a trading and transportation route. To learn more about the major role Mohawks have played in the history of the St. Lawrence and their involvement in the protection and preservation of ecosystems along the St. Lawrence visit <https://tinyurl.com/qmfyu>

The European explorers who settled New France, Upper and Lower Canada used the St. Lawrence as an important transportation link. As North America grew and prospered, major development of the St. Lawrence River was required to allow commercial vessels to sail between Montreal and the Great Lakes. During the 1930s and 1950s, development activity included dredging, digging channels, and the construction of locks. In the 1950s, Canada and the United States decided to jointly build the St. Lawrence Seaway. When it opened in 1959, it was considered one of the great engineering feats and examples of international co-operation of the 20th century.

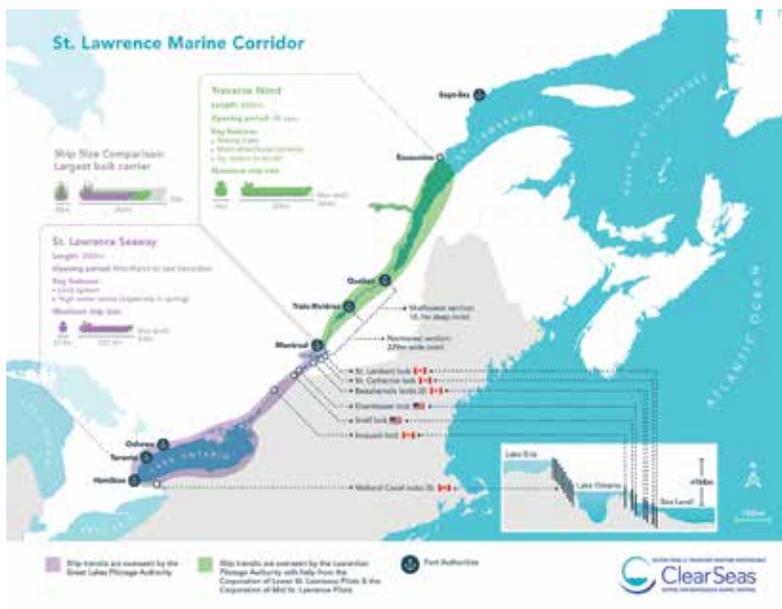
Covering a distance of 306 km, it links Montreal with Port Colborne, Ont., on Lake Erie and includes 15 locks – seven of which are located in the St. Lawrence (five on the Canadian side and two on the American side) – allowing ships to transit through it despite an elevation gain of 168 meters. From there, it reaches Lake Superior and Thunder Bay, the gateway to Canada's grain producing prairies, some 183 meters above sea level. The St. Lawrence Seaway is jointly managed by Canada and the United States, to ensure that it remains safe and well maintained.

Navigating Safely: The St. Lawrence Pilots

Under Canada's Pilotage Act, the St. Lawrence between Les Escoumins – located on Quebec's North Shore – and Montreal, the St. Lawrence Seaway and the Great Lakes are mandatory pilotage areas. In these areas of higher risk, ships of certain sizes and tonnages are legally required to have one or more licensed pilots on board. These pilots have in-depth knowledge of the river, its dynamics, and the regulations and restrictions in force in their pilotage area. They ensure that ship transits are safe, efficient and respect sensitive ecosystems.

Between Les Escoumins and Montreal, foreign vessels over 35 meters in length and Canadian vessels over 70 meters in length whose total transport capacity (gross tonnage) exceeds a certain tonnage, and barges carrying pollutants are subject to compulsory pilotage. The Laurentian Pilotage Authority is the Crown corporation responsible for managing compulsory pilotage on this section of the St. Lawrence as well as on the Saguenay River. It is responsible for assigning licensed pilots to the ships that require them.

The Authority works with the Corporation of the Lower St. Lawrence Pilots, for transits between Les Escoumins and the Port of Quebec or towards Saguenay, and the Corporation of Mid St. Lawrence Pilots for transits between the ports of Quebec and Montreal. On the St. Lawrence Seaway – from the entrance of the Saint-Lambert lock to Lake Ontario – as well as on the Canadian waters of the Great Lakes, foreign ships over 35 meters in length, those with gross tonnage exceeding 1,500 tonnes and certain tugs are subject to compulsory pilotage. The Great Lakes Pilotage Authority manages and assigns licensed pilots in this area.



A Complex Route with Multiple Challenges

With its shallows, fogs, the presence of ice in winter, strong tides, multi-directional currents, and locks, the St. Lawrence is not a long, calm river. Its physical attributes and the dynamics of its waters pose many challenges to navigation and logistics.

Varying Widths and Depths

Since the St. Lawrence spans a gulf, an estuary and a river, its width and depth fluctuate considerably from one section to another. More than 300 km wide in the Gulf of St. Lawrence, it gradually narrows in the estuary and the river where, in places, it is only one kilometer wide. In comparison, the Strait of Juan de Fuca – which connects the Salish Sea to the Pacific Ocean on the west coast of Canada – is about 10 kilometers wide at its narrowest point. The depth of the St. Lawrence also fluctuates depending on bottom topography and the tides which cause water levels to vary. In the gulf and the estuary, for example, the St. Lawrence is several hundred meters deep while the river is just over a dozen meters.

The shipping channel – the designated corridor through which ships transit – also has varying dimensions depending on the area. Between Les Escoumins and Montreal, the minimum width of

channel is the narrowest (229 meters), and the section between Quebec and Trois-Rivières is where the channel is the shallowest (10.7 meters). However, in this segment, ships can benefit from tides and available depths that exceed 10.7 meters at certain times of day.

Access to the Seaway: A Matter of Size

The narrowness of the river, its shallows, as well as the presence of locks in the Seaway impose constraints – width and draft – to transiting ships. Ships coming from the lower St. Lawrence whose length and beam do not exceed 294 meters and 44 meters, can reach Montreal. Between Les Escoumins and the Port of Montreal, the maximum draft allowed to ensure safe transits despite the shallows varies according to the tides and available water levels. Between Montreal and Lake Erie, due to the size of the locks, only vessels whose length and beam does not exceed 225.5 meters and 23.8 meters can access the Seaway. The maximum draft allowed for ships transiting through the St. Lawrence Seaway varies between 8 and 8.8 meters, depending on water levels.

How Ships Approach and Overtake Each Other

When ships meet on the St. Lawrence and seek to pass each other, strict rules

are in place that are governed by the size of the vessels in transit and the dimensions and layout of the shipping channel. To ensure safe management of the marine traffic in the sections where there are many topographical constraints, pilots refer to the navigation chart VN301. It highlights sections of the St. Lawrence in which ships can or cannot meet and overtake each other based on their size. For example, between Quebec and Cap Ste-Michel à l'Île aux Vaches in Montérégie, vessels from 270 to 300 meters length cannot meet or overtake one another in more than ten locations. Between Trois-Rivières and Montreal the width of the

How the Seasons Affect Navigation

Marine shipping activities and navigation on the St. Lawrence change significantly by season and weather. In the winter, precipitation, the presence of ice in the shipping lanes and the absence of illuminated buoys downstream from Montreal add a degree of complexity to ship movements. To ensure that shipping



CORPORATION OF THE LOWER ST. LAWRENCE PILOTS

activities remain unhampered and safe in these situations, the Canadian Coast Guard is setting up an Ice Operations Centre which provides pilots with information on ice conditions, de-icing activi-

Continued next page>>>

ties, and safe routes to follow. Moreover, during winter, the Laurentian Pilotage Authority mandates that two licensed pilots must be on board ships transiting between Les Escoumins and Montreal. Meanwhile, the St. Lawrence Seaway is closed to navigation from the end of December to mid-March since the ice makes the lock system impassable.

In the spring, melting ice and occasional heavy precipitation raise water levels in the St. Lawrence and the Great Lakes. High water levels can have significant economic effects for the marine shipping industry and waterfront communities. Ships in motion create wakes; when water levels are high, this added turbulence can flood or damage shorelines and riverside infrastructure. To reduce these risks and ensure that vessel transits remain safe when water levels are above normal, various measures can be implemented by the pilotage authorities and the St. Lawrence Seaway Management Corporation, including:

- delaying the opening of the commercial shipping season on the St. Lawrence Seaway
- tightening speed limits and maximum draft permitted
- reducing the number of ships in the shipping lanes
- prohibiting certain vessels from transiting at night – for example, wide beam vessels (more than 32.5 meters wide) and very long vessels (more than 270 meters long)

Finally, in the summer, the warm air masses that travel over the cold waters of the St. Lawrence create considerable temperature differences on the water's surface, which generate fog and reduce visibility in the shipping lanes.

Tides and Currents

From the Gulf to Trois-Rivières, the St. Lawrence is influenced by strong tides and currents that cause significant variations in water levels. The safe passage of ships – especially large ocean-going vessels – in this part of the river is dependent on the tides. For pilots, it is a matter of synchronization: they must use



LAURENTIAN PILOTAGE AUTHORITY

the tides and currents to create optimal windows for passage and assure ships have sufficient depths. A ship arriving at Les Escoumins during a rising tide could benefit from favorable water levels and resulting effects throughout its journey to an upstream port. Conversely, a large vessel entering the St. Lawrence during an ebb tide may have to slow down and even drop anchor, to wait for the tide to turn before it can continue its course.

Optimization of Transits on the St. Lawrence: Towards a Digital Waterway

The St. Lawrence is a busy marine corridor. The number of ships and the volume of goods passing through it continue to grow every year. Therefore, the optimization of ship transits is and will remain a key element to ensure safe, efficient, and sustainable marine shipping activities on this route.

Vessels that move from point A to B without being interrupted, that benefit from favorable tides and helpful currents, and whose arrival at the port is timed with the dock availability, consume less fuel and emit fewer pollutants - greenhouse gases, sulfur oxides and others. Smooth transits that allow cargoes to be delivered more quickly and efficiently have a positive impact on the productivity and environmental performance of the entire supply chain.

The modernization of the ways of doing things plays an important role in transit optimization on the Laurentian route. The “digitization” of the St. Lawrence to make it a smart marine corridor is also an inte-

gral part of Quebec’s maritime vision (in French only), which aims to place artificial intelligence and automation at the forefront to boost the efficiency of commercial marine shipping and stimulate sustainable economic development on the river.

Industry stakeholders – ports, pilots, St. Lawrence Seaway Management Corporation, and maritime innovation research centers – have already begun this digital shift through various initiatives. Among them, the implementation of an automated hands-free mooring system in all the locks of the St. Lawrence Seaway; the creation of a tidal current optimization software; and the development of a travel optimization software that calculates, in just a few seconds, the best routes to prevent operational delays caused by weather conditions, currents, navigation restrictions, etc. Recently, the Laurentian Pilotage Authority has started working on a software application to optimize the pilotage and passage of ships between Les Escoumins and Montreal. Developed jointly with Innovation Maritime—the applied research center affiliated with the Institut Maritime du Québec (Quebec’s Maritime Institute) – this application will allow the Authority to automate and optimize transit planning in real time based on weather data, water levels at different times of the day, vessel size, and more. This project should be completed in 2022.

All of these initiatives will contribute to improving the safety of shipping on the St. Lawrence, the smooth and efficient flow of maritime traffic as well as protect the river environment. ✓

Christmas at Sea

Christmas at sea can be a difficult time for crew members who are away from their homes and loved ones. A Captain can help by doing a little extra to instill the holiday spirit which can go a long way for morale. Aboard my last ship, we always strung lights from the flag hal- yard in the form of a tree, with colored lights along the railings around the radar scanners. A good Steward Department can also help lift everyone's spirits by doing a little extra decorating around the ship. Perhaps more importantly is the care the Steward and Chief Cook take in preparing and serving the Holiday meal.

A Christmas Sea Story

I make Christmas cookies having inherited my Mother's excellent baking skills (she was very good – her cin- namon rolls were to die for). In the early 90's I started a tradition of bak- ing Christmas cookies for my immediate family and close shipmates. I was sail- ing master at the time and had worked out a schedule with my counterpart to be home every other year during the Christmas holidays. The first year that Kaptain Klein's Khristmas Kookies were baked and delivered, I was at home.

The next year I was at sea and I had to work out how to continue the tradition when at sea. My ship was sailing off the West Coast on a trans-Pacific run. I could use the ship's galley for baking and time the baking to have the cookies ready to ship upon arrival in a U.S. port in late November or early December. This worked out well and I was able to continue the tradition of Kaptain Klein's Khristmas Kookies. I also baked extra cookies for the Officers and Crew.

Baking on the ship presented some challenges, mainly not interfering with the Stewards Department schedule and making sure that I had all the special ingredients for the cookies. While it was "my ship", it was the Steward's galley. Out of courtesy and respect, I would always ask the Steward if I could use his galley for my baking. They always agreed



The Chief Cook and Steward show off their Christmas dinner sides aboard the Sea-Land Spirit.

and usually helped (though I suspect that they wanted to make sure that I did not screw up their galley).

One particular bak- ing session stands out. I had scheduled my baking with the Steward, Steve Apadoca, to take place after they had cleaned up from serving the evening meal. Mr. Apadoca was accommodating and was on hand when I arrived at the galley around 1830.

I always wore khakis while working on the ship (shoulder boards entering and leaving port). However, when baking I just wore khaki pants and a t-shirt. This particular time, as I started to mix up some flour and sugar, I noticed that the Steward Utilityman had peeked into the galley. We continued working with Mr. Apadoca giving instructions like "it is better to use the smaller cookie sheets" or "you need to mix in the Anise before adding the butter." While rolling out the dough, and Mr. Apadoca still giving me instructions, I again observed the Utilityman looking into the galley. This was unusual, as free time is valued on the ship. A short time later it



The Christmas tree table with cookies and gifts in the Captain's office aboard the Sea-Land Spirit.

happened again, but this time the Chief Cook and a couple of other crew members had joined the Utilityman. I said to the Steward, "I think the Utilityman needs something from you, he keeps looking in here with a quizzical expression." Mr. Apadoca started to laugh saying, "Oh, during coffee time this afternoon with the Cook and Utilityman I said, 'I think I'll bake some cookies tonight after dinner. Maybe I can get the Captain to help me.'" I am sure the Utilityman is still impressed with the Steward who got the Captain to help him bake cookies.



2021 Annual General Meeting and Professional Development Conference



CAMM meets again in Cape Canaveral, FL. May 6-8, 2021

Applying Tomorrow's Technology in Today's Maritime Industry

AGM-PDC Sponsors



See inside cover for list of all of our sponsors.



The Planning Committee, led by newly appointed Events Vice-President Captain Manny Arosemena, confirmed May 5-7 as the dates for CAMM's 2021 Professional Development Conference (PDC) and Annual General Meeting (AGM). The Conference will be held at the Radisson Resort at the Port in Cape Canaveral, FL.

The commitment/confirmation of speakers depends upon COVID-19 protocol and/or restrictions in place at the time of the event. Presently there is optimism that a sufficient number of the United States population will have been vaccinated against COVID to allow for safe travel and the ability to conduct an in-person conference.

Events for the three-day conference are planned for attendees and guests as shown on the opposite page (page 21). A list of confirmed and invited speakers are highlighted on page 23 and updates will be posted on CAMM's website (<http://mastermariner.org/2021-annual-meeting.html>).

Even if you do not regularly attend CAMM's annual event, you may want to treat yourself to a special outing after staying isolated for nearly a year. Find out how CAMM works for you and hear from maritime professionals at the conference.

Registration form is available on page 22



Dedicated to supporting and strengthening the American Merchant Marine

Venue & Accommodations

Radisson Resort At the Port
871 Astronaut Blvd.
Capt Canaveral, FL 32920

\$152 /night +tax
Standard Room
Book by April 6
Includes breakfast for 2 & parking
Link to book at CAMM rate:
<http://bit.ly/CAMM2020>

Wednesdays May 6

Golf Outing
Welcome Reception

Thursday, May 7

Professional Development Conference
Featured Speakers to address theme of conference.
Guest Outing Cocoa Village
Tour w/Shopping & Lunch
Evening Social Event
Port Canaveral
Reception & Dinner

Friday, May 8

Annual General Meeting
Guest Outing – Cape Canaveral
Lighthouses and Space
Flight Tour w/Lunch
Closing Dinner
Keynote Speaker
Event Chairperson
Captain Manny Arosemena
captarosemena@mastermariner.org

Sponsors

Sponsorships Available
See page 21 for details

Applying Tomorrow's Technology in Today's Maritime Industry

CAMM Annual General Meeting and Professional Development Conference
May 6-8, 2021 Port Canaveral, FL

Professional Development Conference

Topics:

Tomorrow's VTS Today – More Than Just Traffic Control
Sustainability in Shipping for the Next Decade
Space Technology in the Maritime
LNG – Tomorrow's Fuel or Bridge Fuel
Autonomous Ships-Paradise or Peril?

Annual General Meeting

Council Business
Positions Review
Election of Officers
Vote on Leadership Structural Change

Closing Dinner

Keynote Speaker:

Congressman Brian Mast
FL 18th District

Lalonde "Spirit of the Sea Award"
Introduction of 2020-2022 National Officers
Cash Raffle Drawing
Recognitions





Registration Form 2021 CAMM AGM/PDC Port Canaveral, FL



Name: _____ CAMM Membership No.: _____

Address _____ City: _____ State: _____ Zip: _____

Best Contact Phone: _____ Alternate Phone: _____

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Arrival Date: _____ Departure Date: _____

Name Guest 1: _____ Name Guest 2: _____

Events - Mark the boxes of events you plan to attend									
	Wednesday May 5		Thursday May 6			Friday May 7			
PDC - AGM and Closing Dinner will be at Radisson Resort at the Port Port Canaveral, FL	Golf Outing: At Cocoa Beach CG Golf/cart/lunch/sleeve of balls \$70	CAMM Welcome Reception No Charge	Professional Development Conference (PDC) \$75	Guest Outing Cocoa Village Tour & Shopping W/Lunch \$50	Port Canaveral Reception and Dinner in \$65	Guest Outing Cape Canaveral Lighthouses and Space Flight Tour W/Lunch \$50	Annual General Meeting (AGM) \$75	Closing Dinner and Reception Check Your Choice \$75	Total
Primary Attendee								Flame Grilled Sirloin Steak	
								Grilled Mahi-Mahi	
Guest								Flame Grilled Sirloin Steak	
								Grilled Mahi-Mahi	
Guest								Flame Grilled Sirloin Steak	
								Grilled Mahi-Mahi	
Grand Total									

Please check all that apply:

I require special needs and/or assistance (please explain - e.g. dietary, ADA, etc.):

Please return this form with check payable to "CAMM" **no later than April 15, 2021** to:
Captain Augusta Roth, CAMM Conference, 3502 Prairie Drive, Dickson, TX 77539-9316

Registration and payments, including hotel reservations, may also be made online at:

<https://www.mastermariner.org/annual-meeting.html>

Closing Dinner Keynote Speaker

Representative Brian Mast, Florida, 18th District

Representative Brian Mast (R-FL 18) is in his second term as U.S Representative from Florida's 18th District. Prior to his election to Congress in 2016, Rep. Mast followed in his father's footsteps by serving in the U.S. Army. He earned the Bronze Star, the Army Commendation for Valor, the Purple Heart, and the Defense Meritorious Service. While deployed in Afghanistan, he worked as a bomb disposal expert under the elite Joint Special Operations Command. The last improvised explosive device that he found resulted in catastrophic injuries, which included the loss of both of his legs. After Congressman Mast retired from the Army, he continued working in counter-terrorism and national defense as an Explosive Specialist with the Department of Homeland Security. Rep. Mast subsequently received a degree from Harvard University and volunteered to serve alongside the Israel Defense Forces. He lives in Palm City, FL. with his wife Brianna and four children: Magnum, Maverick, Madalyn and Major. Representative Mast is a member of two committees, the Transportation and Infrastructure Committee and the Foreign Affairs Committee. He also sits on the Coast Guard and Maritime Transportation Sub-committee.



Applying Tomorrow's Technology in Today's Maritime Industry



Commander David Dubay, USCG

Author of the article: *Why We'll NEVER See Fully Autonomous Commercial Ships!*

Commander Dubay has been invited to participate on the panel discussion on Autonomous Ships. He is currently the Associate director for the Law of Maritime Operations at the Stockton Center at the U.S Naval War College in Newport, Rhode Island. CDR Dubay received his JD from the University of Houston Law Center in 1998 and LL.M. from George Washington University, with highest honors, in 2008.



Ms Carleen Lyden-Walker

Chief Executive Officer, Morgan Marketing & Communications and IMO Maritime Ambassador

Presentation: *Sustainability in Shipping for the Next Decade*

Ms Lyden-Walker is the CEO of Morgan Marketing & Communications and Co-Founder/Executive Director of NAMEPA (North American Marine Environment Protection Association). She has over 40 years of experience as a marketing and communications professional in the commercial maritime industry. Ms Lyden-Walker is a graduate from Wellesley College and held a USCG Captain's license.



Mr. Olivier Cadet

Senior Vice President of Global Operations, Americas and President Kongsberg Maritime, Inc.

Mr. Cadet has been invited to lead panel discussion on Autonomous Ships.

Mr. Cadet is responsible for Kongsberg Maritime activities in the Americas region (Canada, US, Mexico, Panama and Brazil). His team which focuses on customer support, lead the integration process in the Americas region after the acquisition of Rolls-Royce Commercial Marine (2019). Kongsberg Maritime is a marine systems provider and a world leader in autonomous ship technology.



Captain/Dr. John A.C. Cartner

Presentation: *I-Commander. Captain Cartner will be a member of Autonomous Ships panel.*

Captain Cartner is a Managing Member of Cartner & Wolf, PLLC, Maritime Lawyers and Chairman and CEO of Plainview Solar Power, LLC. A 1969 graduate of the U.S. Merchant Marine Academy, he has a PhD from the University of Georgia and law degrees from the University of Maryland (Francis King Carey School of Law) and Thomas Jefferson School of Law. Captain Cartner is the author of several books, including *Cartner on the International Law of the Shipmaster*. He appears regularly on Maritime TV and holds an unlimited Master's License.



Captain Kip Louttit

USCG, Ret, Director of the Marine Exchange of Southern California

Presentation: *Tomorrow's VTS Today – More Than Just 'Traffic Control*

Captain Louttit is the Director of the Marine Exchange of Southern California and a graduate of the United States Coast Guard Academy. He was a Sloan Fellow at Massachusetts Institute of Technology (MIT) where he earned his MBA and he has a second Master's Degree from Golden Gate University.

When Pressure Builds

By Captain Margaret Reasoner, Director Labor and Operations Patriot Contract Services

What is wellness? Wellness is the state of being in good health. Health is the state of being free from illness or injury. We, as a maritime industry, address things that can prevent

harm to our crews, our vessels, our cargo, and our environment via safety management systems (SMS). This is a comprehensive program to manage elements in the workplace that include policy, procedures, guidelines, responsibilities, and goal measurements. SMS primarily focuses on preventing harm to our crews through the prevention of injury. But injury is only one half of the health equation and even less of the wellness equation. The few studies that incorporate statistics show that illness causes more loss of productivity than injuries. So, if we want to have a healthy, more productive workforce, then we must focus on what causes illness and how to maintain good health.

Today, stress plays a big role in whether one is healthy. Stress can cause ailments such as insomnia, headaches, stomach upset, weight loss or gain, lowered immunity, higher blood pressure, or loss of libido. Stress and the health problems it causes all stem from emotions that are being ignored, denied, misunderstood, suppressed, or just poorly handled. In people, when stress or pressure builds, it usually results in a blow-up of some sort. The blow-up can manifest itself as overeating, relationship conflict, money mismanagement, substance

abuse, quitting a job, dropping out of school, damage to self or material things, and, in many cases, poor physical health.

I prefer to describe wellness in eight dimensions: 1) financial 2) emotional 3) career 4) environmental 5) social 6) physical 7) spiritual 8) intellectual.

Each dimension is unique but acts and interacts with the others in a way that contributes to our quality of life and well-being. The dimensions are holistic and require conscious choice and applied discipline. Each dimension may have a different priority, depending on circumstances and timing, but they all evolve and encompass one's entire lifestyle in a positive, abundant, and affirming way.

Financial

Financial well-being, or lack of it, is not necessarily dependent on income. Money represents the food we eat, the homes we live in, and the cars we drive. Financial management is a matter of income versus expenses and answers the question, "Is there enough?" True financial freedom or well-being is the feeling of having financial security and financial freedom of choice, both today and in the future. One way to improve financial wellbeing is to spend less than you earn. Another way is to save, setting aside a part of all you earn for that rainy day, a grave need, or a future investment. Another way is to give. Generosity makes us feel better about ourselves and causes us to see others with a more positive perspective.

Emotional

Emotional wellness is the ability to be aware of our feelings, positive or negative, accept them, and then process and/or act on them in a productive way. Emotional wellness is more than just stress management, it is understanding what is going on between thought and the stimulus of the world around you and the response generated. Emotional wellness

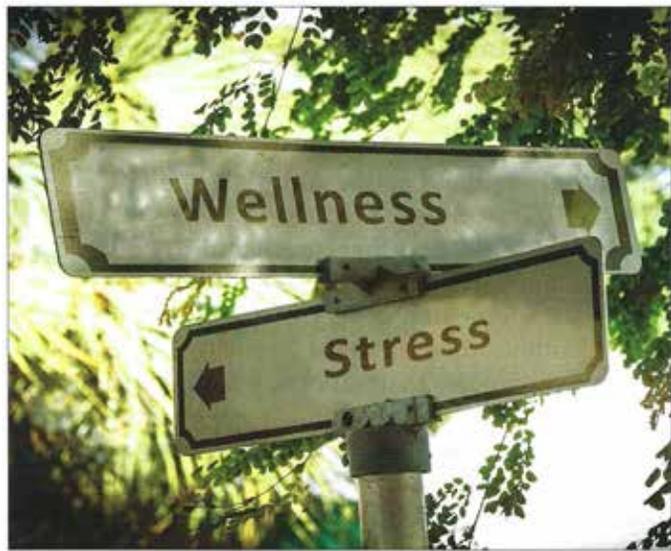
is how you choose to respond to the things that happen to you, and what you internalize versus how you externalize it. Our emotions are dynamic with radical up, down even sideways - swings. Emotional wellness involves an ability to feel and communicate. Tuning in to thoughts and feelings can help improve emotional wellness. In some cases, this may mean seeking outside psychological help. But maintaining and cultivating a positive attitude, setting priorities, and accepting mistakes (and learning from them) are important. Laughing is essential.

Career-Occupational/Vocational

Everyone is given their own unique gifts, skills, and talents. In a career sense, wellbeing comes from making use of personal attributes to gain purpose and enrichment in life. A wise man once said if you like and enjoy what you do, you will never work a day in your life. In the career dimension of wellness, since work takes so much of one's time, personal satisfaction is more related to your attitude about your work and its integration into a rewarding lifestyle. Some suggestions for improving occupational wellness are to explore a variety of employment options and choose one that suits your personality, interests, and talent. Suit up, show up, and do your best each day.

Environmental

To say environmental wellness is just about "saving the planet" would be to minimize how important it is to have an awareness of and protect limited resources. While this dimension of wellness relates to our earth - or even universe - and non-human inhabitants, like animals and plants, it is more than just recycling. Being in harmony with our surroundings and minimizing harm, creates peace within. Man-made influences such as climate change, pollution, soil and water degradation, deforestation,



proportional diet, quit smoking, use protective equipment, get regular medical check-ups, and take a nap.

Spiritual

In nautical terms, spiritual wellness would be the internal compass, which provides direction and certainty in one's life with points of beliefs, principles, values, and mor-

als. Ideals and personal characteristics of faith, hope, grace, forgiveness, and commitment are things to your spirit which provide meaning and purpose. This fills the hole and answers the question, "Why am I here?" For many, this is found in religion. Others may understand this dimension as their "mission." Spiritual wellness is not having all the answers but being comfortable with the questions. Try listening with your heart and not judging. Be yourself and give others the freedom to be themselves.

So why is it important to understand wellness and its dimensions? First, when one area of life is out of sync, it creates pressure or stress that affects other areas. For example, when a seaman on deck is worried about his daughter at college (social and financial), he is not paying attention to handling the bunker hose (intellectual and career). It slips, injuring him and spilling oil over the side (physical, environmental). He gets mad and curses out the other seaman on deck (spiritual and emotional). When incidents are investigated, how many root causes point to the human factor? Wellness is a component of the human factor corrective action. Second, we want to define health and wellness in such a way as to address new topics as they come up... Any type of health risk increases health care costs, so we also need to create a platform to organize and deliver policies, services, and employee benefits that can reduce costs and increase productivity. Finally, if we want to create management systems that improve wellness then they need to be designed to assist employees to choose to make voluntary changes that reduce their propensity to illness and improve health and our workplaces!

About the author:

Captain Margaret Reasoner is a graduate of the California Maritime Academy and earned her wellness program coordinator and manager certification at Chapman Institute. She is also a port chaplain, and serves on the board of directors for the International Maritime Center in Oakland, California. She is the current Director of Labor and Personnel for Patriot Contract Services.

Editor's Note: The above article appeared in the Fall 2020 issue of Proceedings (U.S. Coast Guard) which deals with Mariner Health and Wellness. It has been reprinted with the kind permission of the author. To view the entire article, go to www.dco.uscg.mil/proceedings

and overpopulation all disrupt our natural ecosystems. We each have a social responsibility to ourselves and future generations to protect the environment.

Social

Every vessel manager or owner understands the importance of their biggest ship: Relationship. We are social beings. The obsession with social media and platforms like Facebook, Twitter, Instagram, and Snapchat, is about people interacting with other people. While these platforms' influence on individuals and society can be debatable, their basis is about connection. Social wellness refers to an ability to effectively interact with others. Family, friends, coworkers, neighbors, and strangers all benefit from good communication skills. This is how intimacy and support are developed. Being well socially contributes to a sense of belonging. Listening more than you speak, asking for help, or starting conversations with a smile are good steps to social wellness.

Physical

Generally, the first thought towards physical wellness is diet and exercise. Physical wellness does encompass these aspects, but more important are the healthy behaviors contributing to a physically fit body. To improve physical wellness, exercise, eat a colorful and

als. Ideals and personal characteristics of faith, hope, grace, forgiveness, and commitment are things to your spirit which provide meaning and purpose. This fills the hole and answers the question, "Why am I here?" For many, this is found in religion. Others may understand this dimension as their "mission." Spiritual wellness is not having all the answers but being comfortable with the questions. Try listening with your heart and not judging. Be yourself and give others the freedom to be themselves.

Intellectual

Exercising your mind is what intellectual wellness is all about. This is creativity, inspiration, scholarship, art, debate, and other things that stimulate thought. An active mind and a willingness to learn and expand skills, knowledge, and experience are also characteristics of intellectual wellness. Take up an instrument, a paintbrush, or a new hobby.

These last three dimensions, physical, spiritual, and intellectual simplified to body, mind, and spirit, are integrally related. Our bodies respond to the way we think and feel. The three work together for optimum functioning and health. All holistic health practitioners and every recovering addict understands that you cannot treat or heal one aspect without addressing the others.

Arktika is the World's Most Powerful Icebreaker:

Russia Has More than 40 Icebreakers with More on the Way



By Captain RJ Klein,
#1751-RU



The Arktika at sea

PHOTO FROM ATOMFLOT

The *Arktika* and her Russian four future ships icebreaker were ordered by Rosatom departed St. Petersburg to deploy along Russia's icy Northern Sea Route. Program 22220 suffered a series of delays starting with the \$580 million *Arktika*. She was initially scheduled for delivery in 2017. The delivery date was pushed back to May 2020, and there was a propulsion motor failure during trials causing further delays. Sea trials were not conducted until November 2020.

bound for Murmansk and sea trials in the Arctic Ocean. This is the final milestone in the long saga of her construction. The two-week trip gave her operator a chance to test her out in open seas and in ice. Mustafa Kashka, General Director of Atomflot (operating company) stated that *Arktika's* path took her north along the coast of Norway, across the Barents Sea to between Svalbard and Franz Josef Land, before heading into the Arctic Ocean.

The 173 meters long (570 ft), 33,000-ton *Arktika* is the first in a series of five of the Project 22220, which will be the most powerful civilian ships ever built. Powered by two RITM-200 water-cooled nuclear reactors, the propulsion power is 60 MW, or about 80,000 horsepower. With a beam of 34 meters (111 feet) and draft of 10.53 (34.5 ft) the ships will be capable of breaking ice 2.8 meter (9 ft) thick. They will have an open water speed of 22 knots and carry a crew of 74.

The ships are being built at the Baltic Shipyards and two similar vessels, the *Ural* and *Sibir* are well underway. The keel-laying of the fourth icebreaker, the *Yakutia* took place in May 2020 and the contract for the fifth, the *Chukotka*, is signed. These nuclear-powered ships will be the world's most powerful icebreakers.

Following her sea trials, which included a voyage to the North Pole and a formal launch ceremony, the new giant icebreaker embarked on her first real-working tour to the Northern Sea Route. *Arktika* left from Atomflot's service base in the Kola Bay on November 14. A press release stated that "Until mid-December, the nuclear-powered icebreaker *Arktika* will operate in the Northern Sea Route." However, halfway into the Barents Sea, the ship made a sudden 180° turn and sailed back on a north-western course. She then turned south toward Murmansk. Unconfirmed reports hint at "mechanical problems", but nothing related to the two nuclear reactors.

Russia wishes to promote the Northern Sea Route as an alternative to the Suez Canal but for most of the year it is



Chart of the Barents Sea and Arctic Ocean.

only usable with a costly icebreaker escort. To solve this challenge, Russia aims to build a heavy icebreaking fleet of 13 ships to be operational by 2035.

"The creation of a modern nuclear icebreaker fleet capable of ensuring regular year-round and safe navigation through the entire Northern Sea Route is a strategic task for our country," said Vyacheslav Ruksha, the head of the Rosatom Northern Sea Route Directorate, which manages the waterway.

Sources: *The Maritime Executive*, *Tass*, *The Barents Observer*, *Fleetmon.com*, *Atomflot*, *thedrive.com/War Zone*, *high-northnews.com*, and *navalnews.com*

Full Ahead for the U.S. Polar Icebreaker Program

In July 2020, a Congressional Research Service (CRS) Report titled Coast Guard Polar Security Cutter (Polar Icebreakers) Program: Background and Issues for Congress was prepared for Members and Committees of Congress. In the report the US Coast Guard (USCG) defined the Polar Security Cutter (PSC) program and

ers. Construction is slated to start in the first quarter of 2021 at the company's facility on Bayou Casotte Parkway in Pascagoula, MS. More than 900 skilled craftsmen and staff will be hired for the project and the Pascagoula yard will be modernized starting in late 2020.

Funding for the PSC program began



Artist rendition of VT Halter design of new Heavy Polar Icebreaker to be built for the USCG. PHOTO FROM TECHNOLOGY ASSOCIATES, VT HALTER AND USCG PSC REPORT, 7/2020

estimated the cost of the program. It outlined the intended dates for the building of three heavy polar icebreakers which would be followed by the acquisition of up to three new medium polar icebreakers.

Cost and Funding

The cost of the first three ships is estimated at \$2.6 billion, with the shipbuilder's cost estimated at \$1.8 billion. The difference will go toward Government Funded Equipment (\$540 million), Navy-Type, Navy Owned Equipment (\$110 million) and the post-delivery cost (\$140 million).

In April 2019, the PSC program awarded a \$745.9 million fixed-price, incentive-firm contract for the detail design and construction (DD&C) of the first ship to VT Halter Marine of Pascagoula, MS. The shipyard is owned by Singapore Technologies (ST) Engineering.

The first PSC is scheduled to begin construction in 2021 and be delivered in 2024. The contract includes options for building the second and third icebreak-

er. Funding has continued in the federal budget with the intent of fully funding three heavy icebreakers and three medium icebreakers.

Current U.S. Polar Ice-breakers and Polar Operations

The operational U.S. polar icebreaking fleet currently consists of one heavy polar icebreaker, *Polar Star*, and one medium polar icebreaker, *Healy*. In addition to *Polar Star*, the Coast Guard has a second heavy polar icebreaker, *Polar Sea*. However, the *Polar Sea* suffered an engine casualty in June 2010 and has been non-operational since.

The *Polar Star* and *Polar Sea* are 399 feet long and displace approximately 13,000 tons. They have the capability of breaking through ice up to 6 feet thick

at a speed of 3 knots. They entered service in 1976 and 1978, respectively, and are well past their originally intended service lives of 30 years.

The Coast Guard's large icebreakers are called polar icebreakers rather than Arctic icebreakers because they perform missions in both the Arctic and Antarctic to support National Science Foundation (NSF) research activities in both polar regions and account for a significant portion of U.S. polar icebreaker operations. Supporting NSF research in the Antarctic focuses on performing an annual mission called Operation Deep Freeze (ODF - see *Sidelights*, April 2020).

The *Polar Star* is the Coast Guard's only currently operational heavy polar icebreaker and spends the winter (southern hemisphere summer) breaking ice near Antarctica during ODF in order to refuel and resupply McMurdo Station. ODF generally poses the greatest icebreaking challenge for U.S. polar icebreakers in terms of the maximum thickness of the ice.

Arctic ice can frequently pose its own significant icebreaking challenges for U.S. polar icebreakers. The Coast



Artist rendition of the new Heavy Polar Icebreaker working at sea. PHOTO FROM TECHNOLOGY ASSOCIATES, VT HALTER AND USCG PSC REPORT, 7/2020

Guard's medium polar icebreaker, *Healy*, spends most of its operational time in the Arctic supporting NSF research activities and performing other operations.

Although polar ice is diminishing due to climate change, observers generally

Continued next page >>>

expect that this development will not eliminate the need for U.S. polar icebreakers, and in some respects might increase mission demands for them. Even with the diminishment of polar ice, there are still significant ice-covered areas in the polar regions. Diminishment of polar ice could lead to increased commercial ship, cruise ship, and naval surface ship operations in the Arctic —activities that could require increased levels of support from polar icebreakers. Additionally, changing ice conditions in Antarctic waters have made the McMurdo resupply mission more challenging since 2000.

The Coast Guard's Arctic strategic outlook document, released in April 2019, states:

In order to prosecute its missions in the Arctic, the Coast Guard must fully understand and operate freely in this vast and unforgiving environment. Effective capability requires sufficient heavy icebreaking vessels, reliable high-latitude communications, and comprehensive Maritime Domain Awareness...The Coast Guard is the sole provider and operator of the U.S. polar capable fleet but currently does not have the capability or capacity to assure access in the high latitudes...

The *Healy* was commissioned in 2000. She is 420 feet in length with a displacement of approximately 16,000 tons. While physically larger than the *Polar Sea* and *Polar Star*, she has less icebreaking capability (4.5 feet thick ice at 3 knots) and therefore, is considered a medium icebreaker.

Required Number of Polar Icebreakers

Coast Guard officials state that it will require six PSCs, including three capable of breaking heavy polar ice, to perform its various polar missions. In February, the Coast Guard testified that according to the High Latitude Mission Analysis Report, in the future, the Coast Guard would be required to perform nine of its eleven statutory missions year-round in the Arctic, and meet all icebreaking needs in support of the United States Antarctic Program. To complete these missions



USCGC Healy, the United State's Medium Polar Icebreaker working in ice.

PHOTO USCG ARCHIVES

there is a need for six icebreakers, three of which must be heavy icebreakers.

Ship Design

VT Halter teamed with Technology Associates, Inc. (TAI) as the ship designer. The ship design is an evolution from the mature *Polarstern II* (German icebreaker) currently in design and construction. During the study, TAI incrementally adjusted the design and conducted a series of five ship model tank tests to optimize the design. VT Halter has also joined with ABB/Trident Marine for its Azipod propulsion system, Raytheon for command and control systems integration, and Caterpillar for the main engines.

The vessels will be 460 feet in length with a beam of 88 feet overall, a full load displacement of approximately 22,900 long tons at delivery. The propulsion will be diesel electric at over 45,200 horsepower and readily capable of breaking ice between six to eight feet thick. They will accommodate 186 personnel for an extended endurance of 90 days.

The Arctic Ocean

Under international law, the North Pole and the region of the Arctic Ocean surrounding it are not owned by any country. It is the smallest and most shallow ocean in the world. There are eight Arctic Coastal States, Canada, Denmark (via Greenland), Finland, Iceland, Norway,

Russia, Sweden and the United States.

The Future

The Arctic Coastal States operate over 80 icebreakers, though at least 12 are only for operations in the Baltic. Russia leads all nations with over 50 icebreakers (with more being built). Canada has committed to six new icebreakers and even China, with no Arctic coastline, has two polar icebreakers.

Cruise Lines are touting visits to the North Pole as the Ultimate Arctic Adventure. Polar cruises are only available in June and July but navigating the ice will require an ice hull ship and possibly an icebreaker to assist.

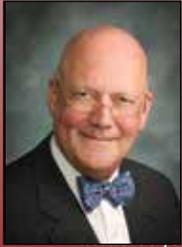
Shipping companies are considering the Northern Sea Routes as an alternative to the Suez Canal for transporting goods from the Far East to Europe. While this route would be approximately 6,000 miles shorter, year-round passage would only be possible with icebreaker escort.

With the increase of ship traffic at the top of the world, the United States needs modern dependable icebreakers to protect the environment and our interests in the Arctic. The commitment by Congress to build six new polar icebreakers is a positive step.

Source: July 2020 Congressional Research Service Report titled *Coast Guard Polar Security Cutter (Polar Icebreakers) Program: Background and Issues for Congress*

The Seven Pillars of Maritime Wisdom Since World War II

Part 5: Review of *The International Law of the Shipmaster 2d*



CAMM Members
By John A.
Cartner
CAMM #1744

*This is part 5 of an exclusive-to CAMM serial review of John A. C. Cartner's definitive *The International Law of the Shipmaster, 2d* by Routledge/Taylor and Francis in 2021. The book will be available for order early in 2021.*

No legal advice is expressed or intended in this review and none is given and none should be construed. John A.C. Cartner (c) 2020 All Rights Domestic and International Reserved.

§ 1.2.6. Seven Pillars of



The SS Torrey Canyon aground off the western coast of Cornwall, England in 1967. The pollution caused by this maritime disaster led to the International Convention for the Prevention of Pollution from Ships (MARPOL, 1978).

Maritime Wisdom since World War II.

The current table of the law of the Commander is supported by seven pillars of maritime legal wisdom¹ which comprise the five Conventional columns of (1) Safety of Life at Sea (SOLAS), 2014 et seq.(including the ISM Code and the ISPS Code); (2) STCW,1995 et seq.; (3) the International Convention for the Prevention of Pollution from Ships (MARPOL), 1978 et seq.; (4) MLC, 2006 and (5) UNCLOS, 1982; along with (6) the general maritime law cognized by the trading states along with a modern commercial law and a developing modern *lex mercatoria*, and (7) the Registry State's domestic laws applicable aboard the vessel under the Commander's command along with the port and the coastal state laws with the memoranda of understanding each affecting the Commander. The MLC as to the Commander cannot be read outside the contexts of the other maritime law and Conventions. The body of universally used private agreements generally expressed in charter parties, the mutual law-enforcement assistance Conventions and extradition treaties, and assorted trade-group treaties fill the interstices among the pillars.

The SOLAS, 2014 *et. seq.*² arose from the Titanic (1912) sinking; STCW, 1995 et seq. came from the wisdom of the IMO looking for universality of training and experience and contemporary relevance; MARPOL, 1978 *et seq.* sprang from the Torrey Canyon (1967) pollution; MLC, 2006 was spawned by a need for a uniform, modern, consistent, and coherent seagoing labor policy from efforts starting after World War I within the ILO; and UNCLOS, 1982 developed from the need for uniform governance of the oceans and codification of the customary law under Grotian³ precepts following World War II in order to bring order to the major-

ity of Earth's area and customary laws. Port state control memoranda of understanding among states regionally are of necessity included in the international law supplementing the seven pillars.

Part 3: Ancient Commanders

§ 1.3.0. Evolving Shipmaster Law, Codes, and Treatises.

Prior to the modern era, shipping was almost wholly a private affair with the emphasis on the appointee and not the license, which was a nineteenth cen-

Continued next page >>>

Shipmaster >>> Cont'd from page 29

tury phenomenon, as the Commander. Hence, the old headmen were unadorned, if not unblemished, masters. There are relevant laws as to the Commander contained within three broad periods of history – antiquity, medievally and in modernity. For the purposes here, antiquity starts with the Code of Hammurabi (1754 BCE), ca. four millennia ago, and ends with the fall of the western Roman Empire (476 CE), ca. a millennium and a half in the past. After the movement of the seat of government from Rome to Constantinople (then Byzantium now Istanbul), Roman law – and the Empire – continued in the east. By analogy, the British Empire continued with the Commonwealth as merged into the Anglo-American alliance. The Middle Ages began in 467 CE more or less and ended in 1499 CE; the so-called Age of Discovery was from 1400 CE to 1799 CE. Modernity arose in 1800 until the 1945 to the current day which is occasionally called post-modernity, whatever that means,

§ 1.3.1. The Babylonian and Sumerian Laws.

Shipmasters were mentioned in the archaic laws except, notably, those of the Egyptians and the Greeks.⁴ The Code of Hammurabi⁵ describes a person by the translated⁶ title of “boatman” or “shipman”⁷ who can be inferred to be the person in charge of the vessel and hence, in a generalized form the Shipmaster. Hammurabi’s code came from earlier laws and was a compilation of them with some apparent additions by Hammurabi. The earlier laws are not extant. The Code implied the Commander’s duty to public authority; hence his powers arose from that authority and thus from Hammurabi’s laws. No mention of formalized licensing is made. The Code in limited fashion dealt with charters, wages, collision, building contracts and warranties,

rates of hire, provisioning, the Commander’s duties and a fairly well-developed law of parts of agency.⁸ The laws of Sumeria (ca. 1700 BCE) dealt with the liable and paying parties for the Commander’s duties and his or her liabilities in general, sinkings, charter hires and collisions. Similar to the Code of Hammurabi, the early Commander can be inferred from the text.⁹ In neither law can one directly infer appointment by owners, but it would seem that may have happened under the law of agency in place and there is allusion to the appointed Shipmaster-owner separation. Often, too, the Shipmaster was the owner and chief trader at a time when the vessel was a floating emporium carrying trade goods from port to port and trading for other goods and continuing. Third-party cargo transport was not an apparent part of the trade.

§ 1.3.2. The Roman Law.

The codified Roman Law¹⁰ (529 – 533CE), dealt with matters maritime and the Shipmaster. In Constantinople, the Emperor Justinian’s Pandects (Digest) were collected and compiled passages writings of western Roman jurists, arranged in 50 titled books, subdivided by subject matter. The published Pandects were given statutory force retained into the Middle Ages and in the Eastern Empire.

Shipmasters either owned vessels and the vessels were chartered to the state or to private parties or the Shipmaster was appointed by an owner under the law of agency. The appointee was regulated in the Digest^{11,12,13,14}. The Roman



The pillar of Hammurabi Code as displayed at the Louvre The Hammurabi code of laws, a collection of 282 rules, established standards for commercial interactions and set fines and punishments to meet the requirements of justice. Hammurabi’s Code was carved onto a massive, finger-shaped black stone

PHOTO FROM WIKIMEDIA

law founded the modern civil law¹⁵ followed by a majority of maritime states. The English and Continental admiralty courts were influenced by the Roman law from whence they arose. Thus, maritime law and the admiralty jurisdiction arose from the Roman law, and only in modernity in the seventeenth century became a part of the common law in England. A Roman Shipmaster could be a slave¹⁶ in a society where being in trade was forbidden to the Senate. Teutonic crews were freemen who shared voyage profits¹⁷, similar to Muslim crews. After the collapse of the western Roman Empire, organized maritime economic slavery fell away and wages were paid seafarers.¹⁸

§1.3.3. Islamic Law.

Islamic law contributed peripherally to admiralty law. Muslim seafarers were paid a fixed advanced wage with an understanding they would owe money if deserters malfeasant in keeping with the Islamic Conventions where contracts specified a fee certain for a duration certain. Roman and Byzantine sailors were stakeholders in a maritime venture, in that the Commander, officers and ratings, with few exceptions, were paid proportional divisions a voyage's profit with shares allotted by rank at the voyage's end. Muslim jurists distinguished between coastal navigation and voyages on the high seas and made shippers liable for freight in most cases except in the seizure of both a vessel and its cargo. Islamic law differed from Justinian's Digest and the Nomos Rhodion Nautikos or *Rhodian Sea Law* in condemning slave jettison.¹⁹

Part 4: Medieval Appointees

§ 1.4.0. Medieval Laws.

In the Middle Ages local maritime laws arose, and some of the medieval codes in concept found their ways into modernity. The Medieval codes refer to the Commander frequently, by whatever name called and in law. Vessels were small and masters tended to be in command but were jacks of all trades as well as masters. The laws were inclined toward the contexts of the appointee's

duties to the vessel, the souls aboard, duties to private and public authorities and to the cargo or passengers. Occasionally there are tangential references to the environment, but not its protection. In the earliest forms the roles of the Commander, builder, navigator and owner were in the same person.²⁰ Later a trader or merchant, or "chapman" as Chaucer had it²¹, sailed along with his or her goods. The vessel rarely carried goods owned by others than those aboard.²² Famous are the so-called *Rolls of Oléron* and the *Rhodian Sea Law*. The and the *Rhodian Sea Law* (Rôles d'Oléron, also known as the *Judgements of Oleron* and the *Rules of Oléron*) were the first formal statement of maritime laws and the admiralty jurisdiction in northwestern Europe. The *Rolls* were promulgated by Eleanor of Aquitaine ca. 1160 CE, on her return from the second crusade with her first husband, Louis VII. They were said to be founded on the ancient *Lex Rhodia* which had regulated Mediterranean commerce since before the 1st century CE. The *Lex Rhodia* is not extant. Eleanor likely became acquainted with it while at the court of King Baldwin III of Jerusalem, who had adopted them as the *Maritime Assizes of the Kingdom of Jerusalem*. They are named for the Isle of Oléron, home of the maritime court. She was able to apply them to England from the viceregal powers she exercised while King Richard I was on the Third Crusade. They were published subsequently in French and English. Henry VIII published them as *The Judgement of the Sea, of Masters, of Mariners, and Merchants, and All Their Doings*. The *Doings* were a series of reports made to the Crown in Privy Council listing the frustrations of an ad hoc system of trade amongst various sovereign jurisdictions and the frustrations of the Crown in protecting English trade interests systematically where the system was wholly empirical. The *Rolls* influenced the *Baltic Laws of Wisby* and are included in the English *Black Book of the Admiralty*.²³ They may also have influenced later maritime codes such the various articles enforced by some pirates, in for example,

the *Obligations* of George Cusack, who referred to them as the *Lawes of Pleron*.²⁴

§ 1.4.1 Supercargoes.

By these times, coeval parties managed trading vessels: the Commander, the crew, the vessel owner, the cargo owner, or trader or chapman were in the modern parlance the management team.²⁵ Each party helped finance the venture, each shared in the profits, and each was responsible for his or her share of the operation. The Commander's position as primus inter pares was that of the sole navigator and ship manager.²⁶ Venice, founded anciently by the Phoenicians (the Biblical Canaanites and likely the Homeric Phoinikes), arose as the place developing a trade for cargoes owned by others. Early on, a system of vessel and shoreside inspectors was developed to ensure proper handling of Venetian cargoes. By the end of the 15th century, multi-vessel owners had evolved and, to get around the owner's communication problem of not being able to be at sea on each vessel as well as ashore to manage. The role of the supercargo thus emerged. The supercargo went with the vessel au lieu de owner to handle the commercial and trading aspects of the venture, while the Commander specialized in provisioning, stowage and bills of lading, hiring of labor, negotiating charter parties, and representing the vessel qua vessel for the owner.²⁷ Later supercargoes were rarely aboard but stationed at trading outposts. Gradually the position lost its significance, and the Commander took over commercial and trading duties for the vessel.²⁸ If nothing else, this illustrates how costs in vessel operating are usually more important in managing a venture than a particular practice or technology or trading range or cargo. The opium trade in China, for example, in the late 18th and early 19th centuries, was largely conducted by Shipmaster appointees for the unlawful export from China but the lawful import of the drug to England²⁹ in an evolution similar to the Venetian one. The medieval codes tended to be

Continued next page >>>

Shipmaster >>> Cont'd from page 31

localized in nature but were widespread regionally and recognized geographically as a function of vessel ownerships and trading patterns. It should not be automatically inferred that these practices were because of great restrictions on range of trading by owners or masters or traders which modern historical and archaeological research expand in distance and scope quite frequently. Sir Travers Twiss³⁰ listed a good sampling of medieval dates and codes and provided translations. His list, in light of current scholarship, was incomplete, but serviceable for the purposes here. From these and other medieval codes dealing with the same problems of the appointee – excepting his or her duty to the environment and to himself – arose today's codified and common laws of the appointee.

Part 5: Early Modern Laws and the Licensee and Appointee

§ 1.5.0 Foundations of the Appointee.

The current laws of the Commander began coalescing after 1648. The treaties of Osnabrück and Münster led to the end of the chronic religious wars in Europe and to the Peace of Westphalia.³¹ The Peace gave footing to the structure of the laws of sovereignty and the state concepts with which we deal today. By 1700, the stabilization of the system of the sovereign states' inter se governance allowed the roots of the trading system and its financing to have become well established and then to flourish in modernity.³² In parallel, with the desires of Europeans to bring religious rectitude to those outside, trade expanded to new levels by the end of the 17th century.³³ Further, the modern banking and financial system developing from Italian and German roots began to flourish and to facilitate trade and helped guide the modern statutory law of the appointee as it evolved commencing

in the early 17th century. For example, Sweden, quite progressive in shipping matters, had legislation as early as 1617

Sweden, quite progressive in shipping matters, had legislation as early as 1617 and exemption from naval conscription for seafarers as well.

and exemption from naval conscription for seafarers as well.³⁴ The Swedish comprehensive maritime act of 237 articles was drafted 1633-65³⁵ and was enacted and came into force in 1667³⁶ and was an early example of many such comprehensive codes in Europe.³⁷ The authority of the appointee was colored by the prevailing form of state autocracy and the Commander was by analogy to the sovereign socially and in law and therefore the person next to God in his or her management of vessel and crew. The Commander as a Hobbesian³⁸ demi-deity could and did exact strict obedience, often with the use of corporal punishments. Absolute power over the crew was the accepted social norm and with such absolute power and fear-instilling acceptance, gross abuses were inevitable. Even though civil in nature, merchant vessels were run along militarily disciplined lines as enterprises. The Commander had authority to administer justice and to execute punishment for transgressions aboard, socially justified by fear being the known Agent that could keep a crew from mutiny during long voyages. It was accepting of the fact that seafaring labor were of a despised class of the impoverished and ignorant who only could be managed by their social superiors (in the eyes of those socially superior who made and enforced the laws) through intimidation and violence.³⁹

§ 1.5.1. Marine Insurance and Another Industry.

The pervasive influence of shipping on the greater society is well illustrated by the development of organized marine insurance in the 18th century.⁴⁰ Its rise, curiously enough, came with the development of the mathematics of chance and probability and likelihood and gambling which was hugely popular in England at the time. See, Ch. 9.

§ 1.5.2. Early Modernity and Charles Molloy: 1676-1778. Charles Molloy (1640-1690)⁴¹ was the compiler of the first modern treatise on maritime law, the appointee and transborder commerce, *De Jure Maritimo et Navali*. It was suc-

... the Commander was ... therefore the person next to God in his or her management of vessel and crew.

cessful despite its derivative nature from *Consuetudo, Vel, Lex Mercatoria* by Gerard Malynes.⁴² Malynes's work⁴³ on mercantile law had been published as early as 1622, and half a century had elapsed since the appearance of Molloy's book in 1676, almost the only work on maritime or mercantile law to be found at the beginning of the 18th century in an English lawyer's library. It was the first coherent modern anglophone compendium of the law of the Commander and was oriented toward merchants, traders, and appointees. It was important and greatly popular because of its pragmatism and utility and lucid writing style. Nine editions were printed in London with various press runs of each edition.⁴⁴ It was the standard work until superseded by Charles Abbott's book at the beginning of the 19th Century, the next of such compendia. ↴

1Proverbs 9:1 (Rev. Std. Vers.). "Wisdom has built her house; She has carved out her seven pillars." See also T.E. Lawrence ["Lawrence of Arabia"]. SEVEN PILLARS OF WISDOM (1922). "Nine tenths of tactics are certain, and taught in books: but the irrational tenth is like the kingfisher flashing across the pool, and that is the test of [licensees and appointed Shipmasters]" [the original "... the test of generals."]. The sentiment is identical. The Biblical seven pillars are by general agreement (1) prudence which is the Master's foundational standard of behavior in prescriptively acting as another prudent licensee and appointed Shipmaster would act in similar circumstances as found in the general maritime law and statute; (2) knowledge and discretion, which the Master applies from training and experience by the standards of STCW, the SOLAS safety imperatives of the command and the registry and port state laws; (3) fear of God, where it is said that there are no atheists in foxholes or typhoons, a matter best left to individual soldiers and licensees and appointed Shipmasters; (4) counsel and sound judgment which the Master applies from experiences in the application of the Registry State laws and his private instructions in his command decisions; (5) sound wisdom, arising from the regular contemplation and practice of each of the seven pillars of maritime law; (6) understanding coming from the MLC and the preceding domains of knowledge, MARPOL which restrains the Master in fouling his and everyone else's nest, the port state laws and agreements, the general maritime law or the evolving lex mercatoria of the day, and UNCLOS providing order to the system; and (7) power coming from the Registry State and the owner and contractual obligations of carriage and otherwise and his agency contract.

2SOLAS was in direct response to the *Titanic* allision and sinking. Conferences were in 1913 and 1914 with the original document proffered in 1914; revisions were in 1929, 1960 and 1974 with various codes appended from time to time.

3Johan Huig deGroot, Hugo Grotius (1583-1645), *Mare Liberum* (1609). Hugo Grotius defended the Dutch right to trade in the East against Spanish and Portuguese claims, which held that Portugal had the exclusive right to trade with the East in accordance with the Treaty of Tordesillas of 1594. Grotius, argued that the seas belonged to no one and thus no state could claim sovereignty over them. While Grotius based his argument upon theoretical grounds, his argument was of great practical importance to the Dutch, who were at war with both the Spanish and Portuguese. The Dutch not only had to defend their right to trade in Asian waters by force of arms from the Spanish and Portuguese, but also from the English. John Selden, one of England's greatest legal scholars, argued for the principle of English sovereignty over the "narrow seas" between England and the continent in his *Mare Clausum, The Closed Sea*, in 1635. In later centuries, Grotius' brief for the freedom of the seas was codified as international law and enforced by British and American naval power. *The Freedom of the Seas, or the Right Which Belongs to the Dutch to Take Part in the East Indian Trade*, trans. By Ralph Van Deman Magoffin, New York, 1916.

4Edward Cohen, *The Ancient Athenian Maritime Courts*, (2015) Princeton University Press. There is substantial archeological evidence of Egyptian trade outside the Nile. The Shipmaster as such has not been found in the African record or constructed from it. Further no licensees and appointed Shipmasters are mentioned in the ancient Grecian laws. In either case either the records have not been found or they do not exist or they have not yet been read in the archive or they are subsumed within generic commercial laws such as currently in the Kingdom of the Netherlands and a few other Registry States today, where the laws are not obvious. The first Shipmaster on record by name was Odysseus in Homer's *The Iliad*. "And

the son of Atreus caused a swift ship to be launched on the water with a tail of twenty rowers, and a hecatomb [one hundred livestock] was driven aboard, and the fair-cheeked Briseis was seated therein, and wily Odysseus was called to command." , author's translation.

5Hammurabi fl. 1792-1749 B.C.E.

6Translation is never exact. Function guides it in this case.

7The same used in Geoffrey Chaucer's 12th Century CE, *The Tales of Canterbury*, The Shipman's Tale.

8C. H. W. Johns, *Babylonian and Assyrian Laws, Contracts and Letters* [1904], T & T Clark, Edinburgh.

9Ibid

10Pandects, Bk. XIV (Title I-II)

11Title 1, Concerning the Action against the Owner of a [Vessel], discusses the relationships among owner, Master, the vessel and cargo in the context of a voyage. It defines the Master in law and describes some of his powers and limitations. The Master-owner relationship is quite complex because of the way in which the Master is hired. The Master usually chartered or owned the vessel in his own right then offered it to the owner of the venture (the exercitor or ship manager or ship's husband) for continued hire. Strong distinction is made between enforceable contracts with the Master and contracts with ratings which were not enforceable.

12Title 2, Concerning the Rhodian Law of Jettison, deals with the concepts of average as understood in the adopted Rhodian law. It becomes difficult when faced with the problems of the carriage of slaves. Title 1 deals with the problem by declaring that the Master is Master no matter his or her civil status (slave or free). Title 2 makes no such distinction where slaves are cargo.

13Title 4, Concerning the Tributorian Action, dealt with the rights of the slave-owner where his or her slave has acted as Agent and made liable the slave-owner. Most of the commentary is by Ulpianus, a Roman jurist.

14Title 3, Concerning the Institorian Action, deals with the rights of Agents to sue. The Roman law had a mature law of agency with defined rights of parties to have standing with the Praetor for actions. The Institorian action dealt with Agents, such as the appointed Shipmaster, and their rights as to the owner.

15See John A. C. Cartner, *The International Law of the Shipmaster*(2009).

16The Roman codes applied the Civil Code appointed Shipmasters in a fashion suggestive of the Dutch Civil Code today. Thus, the appointed Shipmaster in Roman times was a juridically cognized person as in the Netherlands today. The Roman Code deferred to the Rhodian code and incorporated it by reference.

17Toremar, Marcus, *Fartygsbefälhavarens Rättsliga Ställning, Tillämpade Studier [The Legal Position of the License and Appointed Shipmaster, Master of Law, Master of Law Thesis]*, (2000) Göteborg University.

18Toremar, Marcus, *Sjömansrätten – En Tradition Anpassningsvärdigheter*, 183.

19Khaliilieh, Hassan Salih (1998). *Islamic Maritime Law - An introduction*. Leiden, Netherlands: Brill Publishers. ISBN 978-90-04-10955-1; Tai, Emily Sohmer (2007), "Book Review: Hassan S. Khaliilieh, *Admiralty and Maritime Laws in the Mediterranean Sea* (CA. 800-1050): *The "Kitāb Akriyat-Al-Sufn"* vis-à-vis the "Nomos Rhodion Nautikos", *Medieval Encounters*, 13: 602–12

20Toremar, 74.

21Geoffrey Chaucer (1387-1400), *The Canterbury Tales*, "Prologue – The Shipman," "The Shipman".

22Toremar, 7.

23John Joyce Keevil, (1957), *Medicine and the Navy*, 1200-1900, VOL.1: 1200-1649. Livingstone; see also E.C. (1973) *Benedict on Admiralty* vol. 1, Ch II, § 26. M. Bender.

24E.T. (2013). *Piratical Schemes and Contracts:*

Pirates Articles and Their Society, 1660-1730. Exeter: University of Exeter. Retrieved 15 June 2018.

25H. Tiberg (ed.), *Ship Masters* (1991), 11.

26Toremar, 92.

27Toremar, 11.

28Toremar, 46; Blake, Robert, *Jardine Matheso: Traders of the Far East* (1999), Orion.

29Grace, Richard J., *Opimum and Empire: The Lives and Caerres of William Jarine and James Matheson* (2016), McGill-Queen's University Press.

30 Sir Travers Twiss, *The Black Book of the Admiralty* v. I – IV (orig. printing, 1871, 2d reprint, The Lawbook Exchange (1999)). Ca. 1063 C.E., *The Maritime Ordinance of Trani (Ordinamenta et Consuetudo Maris)* (or Ordinances and Custom of the Sea); ca. <1096 – ca. 1500 C.E., *Les Costums Maritimes De Barcelona Universalment Congudes Per Libre Del Consalat De Mar (The Maritime Customs of Barcelona)* universally known *Book of the Consulate of the Sea*; ca. 1170 C.E., *Maritime Assizes of the Latin Kingdom of Jerusalem* ca. 1180 C.E., *The Maritime Law of the Oesterlings*[Flanders]; ca. 1219 C.E., *The Town-Law of Wisby*; ca. 1266 C.E., PORT OF ARLES; ca.1336, 1343 C.E., *The Judicial Order of the Court of Consuls of the Sea at Valencia*; ca. 1348 C.E., *The Rules of Oleron*; ca. 1348 C.E., *The Code of the Teutonic Order of Livonia* [Lübeck]; ca. 1350-1380 C.E., *The Purple Book of Bruges*; 15th cent. C.E., *The Sea Law of Flanders*; < 1431 C.E., *Dat Gotlansche Water-Recht or The Gotland Sea Laws*; and ca. 1505 C.E., *The Dantzic Ship Laws*.

31Reppen, Konrad, 1648: *War and Peace in Europe*, 355–72 (1998).

32Gross, Leo, *The Peace of Westphalia*, 1648–1948, 42 AM. J. INT'L L. 20 (1948); Bretton Woods Agreement, Order in Council, 1946. Bretton Woods Agreements Act, 22 USC 286 (United States), Bretton Woods Agreement Act, 1957 (Great Britain), et al.

33Trade has always trumped religion, however. The Dutch, ever focused, had a saying in the 17th century within the Dutch East Indies Company (also slangily called "Jan Bedrijf"), "Jesus is een goede zack. Handel is beter." James H. Leavesley, *The Batavia, An Apothecary, His Mutiny and Its Vengeance*, 9 *Vesalium* 2, 22–24 (2003). Thus, the licensee and appointee in law is a creature of trade however motivated. For Dutch conditions and attempts to equate the technical parts of command with the merchant parts of trading, see Dash, Mike, *Batvia's Graveyard*(2002), Broadway Books.

34Toremar apud Rinman, 34.

35Toremar apud Palmgren, 26.

36Toremar apud Holmbäck, 4-5.

37Toremar apud Selvig, 284; apud Holmbäck, 4.

38Hobbes, Thomas, *Leviathan*(1688).

39Toremar apud Tiber, *Sjömansrätten – en tradition anpassningsvärdigheter*, 184-5, 189.

40Bibliography: Marine Insurance and Risk

41Charles Molloy b. King's County, Ireland, son of John Molloy; Lincoln's Inn in 1667, Gray's Inn in 1669 where called to the bar; practised as barrister; died in Crane Lane Court, Fleet Street, London 1690.

42Malynes, Gerard, *Consueudo, Vel, Lex Mercatoria, or The Law Merchant Dvidided into Three Parts, According to the Essential Parts of Traffick Necessary for All Statesment, Judges, Magistrates, Temporal and Civil Lawyers, Mint-Men, Merchants, Merchants, Mariners and Others Negotiating in All Place of the World*(1622). See, Lee, Sidney. *Dictionary of National Biography*(1893), London: Smith, Elder & Co.

43By the third edition (1686 printing of the 1682 edition) contained two chapters on the Master and mariners, Chapters XXII and XXIII pp. 102-104) as well as the "Sea-laws of Oleron, Wisby and Hanse-Towns Still in Force."

44Editions in 1676, 1677, 1682, 1688, 1690, 1707, 1722, 1744, 1769, 1778; The author is privileged to be the steward of the fifth press of the 1690 edition, printed in 1703 in his library.

IFSMA Report

Below is IFSMA Secretary General's latest report. Seafarers not being able to leave and join their ships on schedule has led to an increase in Marine Casualties (see The Perfect Storm for Seafarers in this section). I remain active in weekly conversations dealing with the hardships of facilitating crew changes on vessels during the Covid-19 pandemic. Commodore Score has joined these zoom conversations adding IFSMA's input into this ongoing international problem.

Never A Dull Moment

Commodore Jim scorer, IFSMA Secretary General Report



*by Captain
Cal Hunziker -
CAMM #2457*

There is never a dull moment in this new world in which we live. Many of our nations are now in the



Extended duty at sea due to COVID not only effects the crew but also takes a toll on Shipmasters
PHOTO FROM IMO

throes of a second wave of COVID-19 and this has had an effect on crew changes once again which have slowed in some areas. There are still about 400,000 seafarers at sea who are past their contract times. Mercifully, the industry has managed to get most who were over 12 months at sea back home again. Rest assured that the industry, led by ITF and ICS and supported by IFSMA and the non-governmental organizations Intermanager, Intertanko, IMEC and many others, are doing their utmost to get States to recognize seafarers as key workers and to enable crew changes to move again.

The Secretary Generals of the United Nations, IMO and ILO have again made a public statement calling for seafarers to be recognized as key workers and in the middle of November the IMO hosted an Industry Round Table, of which IFSMA was a key member, and made a statement on behalf of Shipmasters. This was followed by the IMO Maritime Safety Committee where a Resolution was agreed covering the revised Industry Crew Change Protocols for States to adopt. This will be followed in early December by a resolution to be put to the United Nations General Assembly and the ILO for States to treat seafarers as key work-

ers so that they can be treated alongside others when the new COVID-19 vaccinations become available, optimistically by the end of December. Much work is being undertaken by the industry to lobby States on your behalf and a group of us are working on how we can get seafarers vaccinated and ways in which you can be certificated for free movement around the world.

I continue to raise at the IMO the plight of unfair treatment of seafarers and on any other stage where I can and in this respect, I have a close relationship with ITF and other NGOs who offer IFSMA advice and support. At the recent Legal Committee of the IMO, IFSMA was among a large group of States and NGOs who raised a paper to seek a new output by the Committee on fair treatment of seafarers detained on suspicion of committing maritime crimes.

Intermanager raised a paper and made a statement to reveal the plight of the dry cargo vessel UBC Savannah, following the discovery of cocaine packets found by the crew in a hold when unloading coal in the port of Altimara, Mexico on 27 July 2019, some 16 months ago. The

crew was arrested and held for several months before being exonerated and released, apart from the Master of the vessel, Captain Losata. He was charged with "alleged negligence in failing to be aware that the ship he commanded may have been carrying prohibited substances. He remains in jail to this day. To this end I made the following statement in support of Captain Nandeshwar, Shipmaster of the mv Wakashio, which grounded of Mauritius on 25 July 2020.

Chair, IFSMA is a co-sponsor of LEG 107/14 to add a new output under the work program on fair treatment of seafarers detained on suspicion of committing maritime crimes. We thank Intermanager for their Paper LEG 107/14/4 and very strongly support their position in highlighting the injustice and appalling treatment of this Shipmaster. This is not the only case and IFSMA would wish to highlight

Continued next page >>>

The Perfect Storm for Seafarers

The recent spate of grim casualties cannot simply be written off as bad luck, says Seafarers' Rights International (SRI), the international pan-industry body researching maritime and seafarers' law. It points out that the failure to treat seafarers as keyworkers during the COVID-19 pandemic is having devastating effects on individuals, who are now at risk of being caught in a perfect storm of exhaustion from extended employment agreements, increasing numbers of accidents, maritime casualties, and unfair criminal investigations.

In the words of Deirdre Fitzpatrick, Executive Director of SRI: "The response to this seems to be to blame the seafarer. The spotlight should be on how the industry responds to these recent casualties.

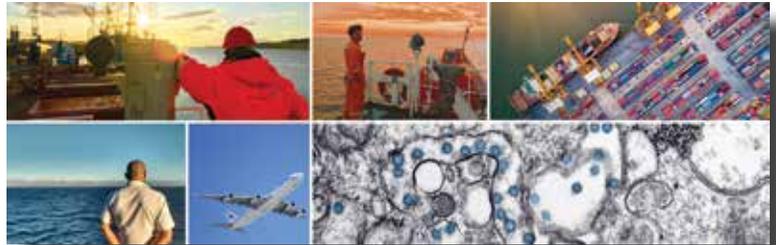
Has COVID-19 played a part in these situations? Will there be fair investigations – as mandatorily required under the IMO Code for Safety Investigations – so lessons can be learned to prevent further tragic loss of seafarers' lives and damage to the marine environment?"

Brian Orrell, Chairman of the Board of SRI, who led the seafarers in the joint IMO/ILO negotiations that produced the Guidelines on the Fair Treatment of Seafarers in the Event of a Maritime Accident and in the negotiations that resulted in the Maritime Labor Convention, agrees: "If there ever was a time for fair treatment of seafarers, that

time is now. Fair treatment of seafarers following casualties and in working conditions are based on international standards that must be followed even in very difficult times."

Amongst the recent wave of casualties was the Panamanian registered bulk carrier *Wakashio* which ran aground on a coral reef south of Mauritius, spilling an estimated 1,000 tons of oil and ultimately leading to the death of two members of the tugboat involved in the oil spill cleanup. An early response from the Government of Mauritius has been to arrest the Captain and the Chief Officer.

Then earlier this month, the Panamanian registered vessel, *Gulf Livestock 1*, was tragically lost with around 40 crew members and nearly 6,000 cattle in Typhoon Maysak. This news came as firefighting crews from Sri Lanka and India were working to put out a large blaze aboard the Panamanian registered oil tanker, *New Diamond*. One Filipino crew member died, and one was injured in the engine room explosion that sparked the fire.



The perfect storm is brewing for seafarers stuck aboard their ships

PHOTO FROM IMO

SRI Advisory Board Member Dave Heindel, Chairman of the ITF Seafarers' Section, and Jacqueline Smith, the ITF Maritime Coordinator have repeatedly warned against the toxic effects of COVID-19, fatigue, and safety at sea. In their words:

These maritime casualties should reignite the debate on how serious the industry is about reducing the number of reported shipping incidents and tackling slow or non-existent investigations into maritime casualties, one of the industry's most notorious safety shortcomings.

Massive decreases in shore leave and onshore medical treatment are being accompanied by inordinate periods of service on board contrary to rights of seafarers under the Maritime Labor Convention. This leads to chronic fatigue. And that exposes the safety of crews and the protection of the marine environment to much greater risks.

For more information on SRI go to www.seafarersrights.org

Secretary General Report >>> Cont'd from page 35

the plight of the Shipmaster and Chief Mate of the MV Wakashio following the much publicized grounding on the coast of Mauritius on the 25th July this year. The Shipmaster and Chief Mate were both arrested on uncorroborated provisional charges under the Mauritius Piracy Act as the severity could involve a very long custodial sentence and as such enables the police to keep them in custody. They have remained in police custody ever since. We also understand

that to date the Shipmaster has not been interviewed by the Marine Investigation into the incident. This clearly does not constitute fair treatment of these seafarers in any way and we call on the Government of Mauritius to respect their basic human rights. Thank you Chair and I have forwarded this statement for inclusion in the report of the Committee.

Our thoughts are sent to both of these Shipmasters and their fam-

ilies and IFSMA will support all efforts to get these Shipmasters treated justly and with human dignity

To all of you who are currently at sea, or are preparing to go to sea, rest assured that the thoughts of the IFSMA Executive Council and Secretariat are with you. Please contact us at the Headquarters if you have any concerns or need support. All of us at IFSMA wish you a very Happy New Year and a prosperous and safe year ahead.

Maritime Safety Committee Takes Practical Steps to Support Shipping and Seafarers During Pandemic



An important reference set of protocols to ensure safe ship crew changes and travel during the Coronavirus (COVID-19) pandemic has been recognized by IMO's technical body, the Maritime Safety Committee (MSC). The Committee, meeting virtually for its 102nd session (4 to 11 November) approved a MSC circular recognizing the industry-developed protocols, which set out general measures and procedures designed to ensure that ship crew changes and travel can take place safely during the pandemic. The protocols are a living document which will be updated in line with developments concerning the pandemic.

Currently, hundreds of thousands of seafarers are stranded on board ships, having seen their contracts extended beyond the maximum duration of service periods accepted under international treaties, i.e. less than 12 months, and a similar number of seafarers are waiting to join ships.

The protocols emphasize the need for Governments to designate seafarers as key workers, providing an essential service. The protocols (previously issued via circular letter) include practical steps for joining and leaving ships, including the need for compliance and strict adherence with COVID-19 testing and quarantine requirements, and measures to prevent infection on board ships. The move to issue the crew change protocols via an official IMO circular (MSC.1/Circ.1636) was one of several actions taken by the Committee to support efforts by UN agencies, the maritime industry

and Governments to address the crew change crisis. This is a very serious humanitarian issue for seafarers which threatens the safety of navigation and world trade.

Additional items addressed by the 102ND session of the MSC are as follows:

- Information on Focal Points and Ports which facilitate Crew Changes

- Up-to-date information on national focal points and on ports which facilitate crew changes will be made available on a new module in IMO's Global Integrated Shipping Information System (GISIS), following the agreement of the Committee.

Seafarer Symbol/Logo

The MSC agreed that IMO, working with the International Labour Organization (ILO) and the International Civil Aviation Organization (ICAO), develop a universal non-text logo or symbol that enables seafarers to identify, and consequently access, dedicated resources and processes on ship, in port and in transit to/from ships. Such a logo will have a longer-term benefit by guiding seafarers to services which should ultimately support better safety outcomes.

Interpretation Agreement Reached on Delay in Delivery of Ships –

The MSC agreed on a unified interpretation related to delays in delivery of ships, during the Coronavirus



Cargo ships docked in port International ocean shipping may grind to a halt if ship's officers and seafarers are not declared essential workers and allowed to join/leave their ships.

(COVID-19) pandemic. The Unified interpretation of SOLAS regulation II-1/3-10 concerns the term "unforeseen delay in delivery of ships".

IMO has issued Circular Letter No.4204/Add.1 on Implementation and enforcement of relevant IMO instruments in light of the COVID-19 pandemic, which calls for understanding and close cooperation among all Member States to overcome the challenges related to the implementation and enforcement of IMO instruments.

Remote Surveys

The Committee discussed a proposal to develop guidance on the implementation of remote surveys. The proposal recognizes that the use of remote surveys is expected to continue to increase in the years ahead, even after the pandemic ends. Interested Member States and international organizations are expected to submit a new output proposal to the MSC. The Committee noted that developing such guidance would require detailed technical consideration by experts, which should also include matters related to cases of force majeure.

Support for the Safe Resumption of Cruise Ship Operations

In a joint statement issued on 5 November, the International Maritime Organization (IMO) and the World Tourism Organization (UNWTO) highlighted the importance of the cruise sector for the world economy. According to industry data, the cruise sector supports 1.2 million jobs and contributes US\$150 billion to the global economy every year. Tourism is vitally important for Small Islands States, where it sustains millions of livelihoods and brings substantial socio-economic benefits.

The two UN agencies also recognise the efforts made by the industry, countries and international organizations to protect the safety, health and well-being of passengers and crew, as well as the health of the population of destination port States of cruise ships. Since cruise operations were suspended worldwide due to the COVID-19 pandemic, the industry has been reviewing and enhancing its protocols to identify ways to go further in protecting the health of passengers, crew and the general public.

The joint statement invites Governments to use the Guidance on the gradual and safe resumption of operations of cruise ships in the European Union in relation to the COVID-19 pandemic (shared by IMO in Circular Letter No 4204/Add.26) to facilitate the recovery of the sector under safe conditions,

as well as three framework documents (operator framework, passenger framework and seafarer framework) developed by the United Kingdom's Chamber of Shipping together with CLIA. IMO and UNWTO emphasise that the resumption of cruise ship operations will also benefit the wider maritime community, since passenger ships participate in the automated mutual-assistance vessel rescue (AMVER) and are often requested by Rescue Coordination Centres to offer assistance to ships in distress at sea. IMO and UNWTO reiterate their call to Governments to designate all seafarers and marine personnel as key workers and remove any barriers to crew changes.

Training to Improve Casualty Investigations Reporting

A new train-the-trainer course to address the issue of underreporting of marine casualty investigations is underway. The comprehensive online course involves participants from 13 IMO Member States* in the Asia & Pacific region, with a view to increasing capacity to take on cases and thereby raise the rate of casualty reporting, in line with the mandatory Casualty Investigation Code.

Participants will cover everything from how to set up an investigation, to mandatory standards, identifying risk, learning theories, how to structure reports, and more – through a programme split into eight sections:

- What is a “Marine Casualty”?
- Understanding the International Safety Management (ISM) Code & Risk
- Marine Casualty Investigation & Analysis
- Pedagogic aspect - how to train
- Evidence

- Human Elements
- Country's responsibilities
- Reporting

The pilot course is organized by IMO in cooperation with the World Maritime University (WMU), in partnership with the Marine Accident Investigators' International Forum (MAIIF). The course is part of a programme of

action to improve the rate of reporting into marine casualties and incidents. *✚*
* Brunei Darussalam; Cambodia; China; Hong Kong, China; Indonesia; Malaysia;



Myanmar; Mongolia; Philippines; Republic of Korea; Singapore; Thailand and Viet Nam



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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.

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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.

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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.

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



Captain RJ Klein, CAMM Executive VP; Congressman John Geramendi; Captain Jeff Cowan, CAMM Government Liaison VP; Captain Joe Hartnett, President CAMM Baltimore/Washington Chapter



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, _____, hereby apply for membership in The Council of American Master Mariners, Inc., and attest to my qualifications below.

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

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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: Academy: _____ 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
				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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
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Please return this application with a copy of your Master's or Pilot's license, and a copy of your last discharge along with a \$115 check (\$75 annual dues + \$40 application fee) payable to: The Council of American Master Mariners, Inc. Mail to Captain George N. Zeluff, Jr., Membership Vice President, 2907 Shelter Island Dr. #105-606, San Diego, Ca. 92106-2797. Email: Captzeluff@mastermariner.org

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

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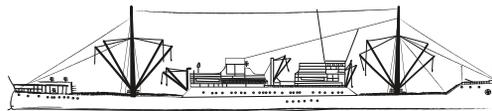
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