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Sidelights

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National Maritime Day 2020
Nine Duties of the Ship Master



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CAPTHUNZIKER@MASTERMARINER.ORG

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CAPTKLEIN@MASTERMARINER.ORG

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CAPTROTH@MASTERMARINER.ORG

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CAPTCOWAN@MASTERMARINER.ORG

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APPOINTMENTS & CHAIRS

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CAPTNIEM@MASTERMARINER.ORG

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TBD

CAMM NATIONAL PRESIDENT

MAILING ADDRESS

601 Teague Drive
Santa Paula, CA 93060-1632

CAMM NATIONAL SEC/TREAS MAILING

ADDRESS

30623 Chihuahua Valley Rd.
Warner Springs, CA 92086-9220

— South Atlantic Region —

PORT EVERGLADES / MIAMI

Captain Paul Coan, President
pilgrimii@bellsouth.net

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

TAMPA BAY

Captain Robert Holden, President

727-784-7595
captholden@mastermariner.org

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

Mailing Address: 50 Baywood Ct,
Palm Harbor, FL 34683

— North Pacific Region —

SEATTLE / PACIFIC NORTHWEST

Captain R.J. Klein, President

425-746-6475
captklein@mastermariner.org

Meetings at 1130 on the 2nd Thursday of each month, McCormick & Schmidt's in Bellevue.

Mailing Address: PO Box 99392
Seattle, WA 98139

COLUMBIA RIVER

Captain Vic Faulkner, President

360-798-9530
mrpbore@aol.com

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

Mailing Address: 121 Hazel Dell View
Castle Rock, WA 98611

— South Pacific Region —

LOS ANGELES / LONG BEACH

Captain Mike Jessner, President

717-721-4276
Captjessner@mastermariner.org

Meetings at noon on the 2nd Tuesday of each month, except August. CThink Café, 302 W. 5th Street – Unit 105, San Pedro, CA 90731

Mailing Address: 6381 Balmoral Dr.
Huntington Beach, CA 90647

SAN FRANCISCO BAY AREA

Captain Klaus Niem, President

707-255-6567
captniem@mastermariner.org

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

Mailing Address: 4207 Chardonnay Ct.
Napa, CA 94558-2562

MOBILE BAY

Captain Jerome "Rusty" Kilgore, President

251-490-2741

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

Mailing Address: 6208 Pier Ave.
Fairhope, AL 36532

NEW ORLEANS

Captain Ed Higgins, President

504-394-6866
capthiggins@mastermariner.org

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

Mailing Address: 8112 Ferrara Drive
Harahan, LA 70123

HOUSTON

Captain Michael J. Mc Cright, President

captmcright@mastermariner.org

If interested in participating please contact Capt. McCright or at captmcright@mastermariner.org Capt. Roth at 409-740-4471. Planning to start regular meetings soon.

Mailing Address:
4620 Fairmont Pkwy, Suite 203
Pasadena, TX 77504

Philly Shipyard Selected to Build the National Security Multi-Mission Vessel (NSMV)

On 7 April 2020, the Maritime Administration announced that TOTE Services, LLC, has selected Philly Shipyard, Inc., of Philadelphia, PA to construct the newest class of training ship, the National Security Multi-Mission Vessel (NSMV). The shipyard will construct up to five new ships to provide world-class maritime training for America's future mariners and to support humanitarian assistance and disaster relief in times of need.

"Investing in maritime education creates more American jobs," said Maritime Administrator Mark H. Buzby. "By the selection of Philly Shipyard, Inc., as the construction shipyard for the NSMV, this effort is not only bolstering the U.S. Merchant Marine, but the U.S. economy and vital transportation infrastructure as well."

The NSMV will help to sustain world-class, U.S. maritime training operations at the state maritime academies by equipping young American mariners with the most modern and adaptable training platform. The NSMV will feature numerous instructional spaces and a full training bridge, and have space for up to 600 cadets to train in a first-rate maritime academic environment at sea.

Along with serving as an educational



Rendition of new NSMV training ship

PHOTO COURTESY OF DD 3D STUDIO

and training platform, the NSMV will also be available to uniquely support federal government efforts in response to national and international disasters such as hurricanes and earthquakes. In this role as a National Defense Reserve Fleet vessel, the NSMV will incorporate medical capa-

bilities, a command and control platform, and berthing for up to 1,000 first responders and recovery workers. The vessel's roll-on/roll-off ramp and crane to facilitate container storage capabilities will enable it to provide critical support equipment and supplies to those in need.



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ON THE COVER
Senator Wesley Jones (R-WA)



SIDLIGHTS
Sidelights@mastermariner-us.org

EDITOR-IN-CHIEF
Captain R.J. Klein

EDITORIAL BOARD
Captain RJ Klein Captain Joe Hartnett
Captain Jeff Cowan

CONTRIBUTORS
Cal Hunziker NOAA
Sinclair Oubre John Cartner
Manny Aschemeyer Burt Shearer
RJ Klein

COPY EDITORS
Kim Lane Lyn Klein

DESIGN & LAYOUT
Alexia Retallack

PRINTING
Modern Litho, Jefferson City, MO

ADVERTISING MANAGER & ADMIN
Captain Manny Aschemeyer
Sidelights@mastermariner-us.org
951-767-3037

TO SUBMIT MATERIAL

We welcome your articles, comments, illustrations and photographs. Please email to: *Sidelights@mastermariner-us.org* or mail your submissions to:

Sidelights Chair

Captain R.J. Klein
4675 144th Place SE
Bellevue, WA 98006

All submissions will be reviewed, but are not guaranteed to be published.

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Issue	Submission	Release
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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

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

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Letters to the Editor

The Green Flash

Sir,

I very much enjoyed your Green Flash Article in the February 2020 *Sidelights*. I have been a fan of the Green Flash for many years and always enjoy watching for it. I have always thought that it's misnamed; it's not actually a "flash" at all and I have had many shipmates report that they were confused by the description in Bowditch. It would be infinitely clearer if the explanation included something to the effect of "the last sliver of the sun's orange ball (or the first sliver that appears at sunrise) will be refracted to a green color."

One phenomena that I've observed often, since the majority of my service has been on smaller ships easily tossed about in a seaway, is the occurrence of SEVERAL flashes in quick succession during the same observation. As my ship moved vertically, I have seen as many as FOUR flashes during the SAME sunrise or sunset since the ship's motion presented me with a number of "artificial" sunrises or sunsets. The FOUR sightings occurred several times during my service in a wooden-hulled Navy Minesweeper with her cork-like motion.

Thank you again.

Frederick Smallwood

Captain, USN (Ret.) and Master Mariner
CAMM New Orleans

Your *Sidelights* Article,

Thank you for your article on the Green Flash. It brought back great memories for me. I was a Kings Point cadet in '74 when I was assigned to the MS *Santa Magdalena* and circumnavigated South America. It was a great cruise.

Down here in Pacific Beach there is the famous Green Flash Bar & Grill. Probably the closest I have been to the phenomena. I trust in these days of the pandemic you and your family are in good health.

With best wishes,

Tom Dyer

(KP '77) (CAMM 2660)

Operation Deep Freeze

Sidelights

I enjoyed the "Operation Deepfreeze" article and it brought back memories of my participation in those operations in a previous life. I was on active duty in the Navy and was involved in Operation Deepfreeze 1966 and 1967 while serving in my first two ships, the Radar Picket Destroyer Escorts USS *CALCATERA* (DER 390) and USS *THOMAS J GARY* (DER 326). These ships served as weather observation platforms and search and rescue assets in support of the aircraft resupply flights between New Zealand and Antarctica. Aircraft of the time, primarily C-54s, were less reliable than their turboprop successors. The ships had powerful air search radars and would launch Radiosonde-equipped Weather Balloons and track them to determine winds aloft. The base of operations was Dunedin (NZ) on the South Island and the assigned Weather/SAR station was 60 Degrees South, 170 East, about half way between New Zealand and "the ice."

Navigation was very difficult since there was no electronic navigation coverage of any kind in the area and we relied solely on a combination of soundings and celestial observations. Celestial navigation was very "iffy" since the mostly overcast skies made sightings of the sun and other celestial objects difficult and the rough seas made sight reductions challenging since the horizon was hard to discern. An announcement throughout the ship of "Navigator to the Bridge, sun's out!" was heard on a daily basis. It was not unusual for us to go several days without a reliable sighting. On one particular occasion in 1967, we were blown off station by a severe storm and when we were finally able to fix the ship's position, we were some 500 miles from our last known location(!). Seas were routinely rough and, on a few occasions, reached 60 feet, although the big ones were usually long rollers. We confirmed that ships can survive in truly mountainous seas as long as they do not "break" over them. A 300 foot ship feels very tiny under these conditions; the maximum roll we observed was 52 degrees!.

Good article.

Frederick K. Smallwood

Captain, USN (Ret.) and Master Mariner
CAMM New Orleans

Editor note: Thank you for the letter. It is always interesting to have an eyewitness account of sailing these waters without GPS.

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.



**Captain
Cal Hunziker
CAMM National
President, #3070-RU**

health and safe in these difficult times. Normally, this issue of *Sidelights* would be dedicated to reporting on the just completed AGM/PDC and the introduction of CAMM's new leadership. Unfortunately, the May dates for the AGM/PDC were cancelled and tentatively moved to October, if travel restrictions and the opening of America continues without a return of COVID-19. A report on the election results can be found in this issue. As the newly elected National President, I assure that CAMM will be moving forward and modernizing in the 21st century.

CAMM is dedicating this issue to the celebration of one of the most important pieces of legislation to the American Maritime Community, the 100th Anniversary of the Merchant Marine Act of 1920, commonly known as the Jones Act. That is right, the Jones Act has been protecting American shipping and American seafaring jobs (and therefore, protecting you and your shipmate's jobs) for 100 years this month.

What exactly is the Jones Act and why is it so controversial? Basically, the Act protects shipping and crewing of these ships used to transport goods from one American port to another. The U.S. is not alone in this endeavor; there are 47 other countries that have similar laws.

Greetings from the New CAMM President

Captains and CAMM associates, Greetings, w i t h p r a y e r s that this finds you in good

The act says that coastal trading along the U.S. coastline and to the states of Alaska and Hawaii, the Commonwealth of Puerto Rico, and the Territory of Guam must be carried out on ships built, owned (75% U.S. citizens), crewed (75% U.S. citizens) and flagged in the U.S. As of 2019, 650,000 jobs were attributed to the Jones Act. They include shipyard workers, longshoremen, truck drivers, seamen and associated industries and facilities that supply and service the vessels. (Info can be found at: www.transportationinstitute.org/jones-act)

So, why is the Act so controversial? In recent years, there have been numerous attempts to do away with either the entire Act, or portions of it that pertain to Puerto Rico and Hawaii. Both are 100% dependent on all goods and supplies being brought in by ship. Fortunately, it has been proven time and time again that there is enough American flag tonnage to properly supply Puerto Rico and Hawaii during natural disasters and wartimes at a cost comparable to foreign flag shipping.

Puerto Rico has claimed that they could get cheaper fuels if the Jones Act was abolished or they were given an exemption. This argument does not hold water as the majority of their gasoline and diesel is already imported from foreign sources which is shipped on foreign flag vessels. As for disaster relief, during hurricane Maria (2017), there was no shortage of U.S. Flag ships to move disaster relief cargo from the U.S. mainland to Puerto Rico. In fact, containers and food supplies piled up on the docks and local warehouses due to the lack

of inland infrastructure and corruption.

When Senator McCain introduced the "Open America's Waters Act of 2017", he only had two co-sponsors, the other Senator from Arizona (since retired Jeff Flake), and Senator Mike Lee of Utah. Both inland states without seaports. The bill died twice, once in the previous congress (114th) and again in the 2017 session. McCain's argument was that the Jones Act hurts commerce and competition. He based his argument on a study done by the University of Puerto Rico which stated that the Jones Act costs the island \$537 million a year. However, neither the Senator McCain nor the University could show the costs of using foreign flag vessels to bring in goods to Puerto Rico and therefore could not show what actual savings would be realized.

Repealing the Jones Act would result in a great cost to the United States. It would lead to the loss of American flag ships, maritime jobs, shipyard work, and less cargo moved out of U. S. ports.

We all need to be vigilant in protecting the Jones Act, both for our industry and for America.

Captain Cal Hunziker

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.



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SECRETARY - TREASURER

Farewell CAMM Shipmates!



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

Augusta D. "Gussie" Roth has been elected as CAMM's National Secretary/Treasurer, and I'm pleased and delighted to know there is someone like her to take over. She is dedicated, creative, professional, and most importantly, willing and able to assume this important post at CAMM. Please join me in welcoming Captain Roth to her new post. I will remain active as the National Secretary/Treasurer pro tem during the transition to insure that our financial accounts are properly maintained.

2020 CAMM National Election

On May 8, CAMM's Ballot Committee collected and counted the ballots mailed to the National Election P.O. Box in Port Canaveral, FL. A report on the results are published on page 19 of this issue of *Sidelights* and have been posted on the CAMM website.

Transfer Secretary/Treasurer:

I have agreed to stay on as National Secretary/Treasurer pro tem through the end of June as Captain Roth is engrossed with planning Training Cruises with Texas A&M Maritime Academy from late May through July, and possibly into August. I will prepare the Budget

This will be my final report in *Sidelights* as your outgoing National Secretary-Treasurer, but I am looking forward new opportunities and challenges. Captain

Performance Report for the 3rd Quarter of FY 2020, ending on June 30. After that, Captain Roth and I will be working in tandem as I assist in preparing the proposed budget for FY 2021 for submission to the Board of Governors for review and their approval. We will work together to prepare the End Of Year Report for 2020 which ends on September 30, 2020. Both Captain Roth and I are confident that "passing the baton" will be in a measured, responsible, and focused way.

2020 AGM/PDC in Port Canaveral Postponed:

As noted on CAMM's website and the last issue of *Sidelights*, we have postponed our annual gathering this year due to COVID-19. The AGM/PDC is currently scheduled for October 21-23. Our ability to hold this meeting is dependent on how the COVID-19 pandemic unfolds over the summer months. Check the CAMM website for updates.

Raffle tickets are still available (you need not be present to win!), and sponsorship opportunities are still available to support the 2020 AGM/PDC at Port Canaveral. You can access a sponsorship flyer and form on the website at: <http://mastermariner.org/2020-annual-meeting.html> Individual sponsorships start at as little as \$100. Please take time to view our sponsors on page 22 and on the website. These sponsors help assure that our AGM/PDC at Port Canaveral is interesting, enjoyable, worthwhile, and memorable for all.

Dues Report

As we approach the end of our 3rd quarter, 86% of our dues-paying Members have paid their 2020 dues. That leaves 14% unpaid and we still have over 40 CAMM members unpaid for 2019-2018 dues. I sent out reminders to all those in arrears asking that they pay ASAP,

unfortunately with little success. This is a considerable amount of missing revenue which hampers our ability to manage our budget and to ensure that CAMM remains viable. SO PLEASE – if you've not yet paid your CAMM dues for 2020 (or 2019, or 2018) please attend to it soonest. You may pay online by credit card at the CAMM website: <https://client.pointandpay.net/web/CAMM/>. On the plus side, additional annual contributions have been made by nearly half of CAMM dues paying members. Many dues-exempt Life and Honorary Members are also making contributions - Fantastic! This is a great help and a tribute to our membership's willingness to support CAMM. Our thanks to all those generous contributors.

Financial Report

As stated above, I will complete the CAMM Budget Performance Report for the 3rd QTR of FY 2020 (10/1/19 – 6/30/20) and submit it to the BoG for review and approval. Any active CAMM member wishing a copy of any financial reports may contact me by phone at 951-767-3037 or email: captaschemeyer@mastermariner.org.

Membership:

Under our just passed leadership structure change, there is now a Membership Vice-President of CAMM. Captain George N. Zeluff, Jr. was elected to that position. I encourage you to read his membership report in the Council Reports.

Final Thoughts

While I'm stepping down as CAMM's National Secretary/Treasurer, I was elected as Vice President of Events and Meetings. I will be responsible for leading the organizing, planning, facilitating and managing of future AGM/PDCs and

Continued page 11 >>>

CHAPLAIN'S REPORT



by Father
Sinclair Oubre
CAMM Chaplain
#3220-A



The Port of Newark with Manhattan in the background.

PHOTO LICENSED UNDER THE CREATIVE COMMONS ATTRIBUTION 2.0 GENERIC, VIA WIKIMEDIA & FLICKER. TEXT ADDED BY SIDELIGHTS. PHOTO BY MAUREEN FROM BUFFALO, NY

If Not for the Jones Act, I Never Could Have Gone to Sea!

As I write this column, our United States Merchant Marine is celebrating and observing the 100th Anniversary of the signing of the Jones Act. I strongly support the Jones Act even though I spend most of my time as an Apostleship of the Sea Port Chaplain visiting open registry ships, and working with seafarers who have no relationship or affiliation with the flag on the stern or the nationality of the ship owner. This disconnection seafarer(flag/owner brings about significant problems for the crew members, and thereby port chaplains and seafarer welfare agents. When a seafarer has a pay, repatriation, or injury issue, it is difficult to make those who are responsible answerable if they choose not to act.

So, where does one go to get justice against the shipowner who is officed in London, has refused to pay the crew from India, the Philippines, and the Ukraine on a ship registered in Liberia? Does anyone really believe that the Indian captain, if he flies down to Liberia to file a claim

against the London ship owner, will actually get justice? It hasn't happened yet.

Because the Jones Act preserves that link between the ship owner, the crew, the flag of the ship, and the requisite governmental regulatory authorities, much of what happens internationally just does not happen on US-flagged ships. If it does, countervailing forces like maritime unions, federal agencies like the Department of Labor or the U.S. Coast Guard, and state and federal courts can be called upon by the merchant marine to advocate for his or her rights.

If there was no Jones Act in the summer of 1978, I would not have been able to get my first boat job with Tidex (today, Tidewater Offshore Supply Services). Working as an ordinary seaman out of Cameron, LA, I was allowed to do things that I would never had been allowed to do as a seminarian preparing for the priesthood. That summer, I was the helmsman on three gulf-stack workboats. I got to rig lifts off our back deck, let go and tie up

these vessels, and do general maintenance.

The next summer, I was the saloon messman on the Sabine Towing & Transportation tanker SS *Guadalupe*. This job gave me the opportunity to sail on a 1944-T2 stern and a brand new 1979-forward hull. She definitely won the award as the ugliest vessel in the US fleet, having the midship house plopped on the rear house. It was a sight to make one's eyes sore! During that summer, I got to listen to the many sea stories in the officers' mess, and to meet mariners who had their vessels shot out from under them by German U-boats.

In 1990, I got my first Seafarers International Union job as the cook on a Crowley tug towing a ro-ro barge to Central America. We called at Panama, Honduras, and Guatemala before returning to Lake Charles. In 1992, I got my AB ticket, and shipped out as the 12-4 AB on the MV Sealift Atlantic. Not only did I have the privilege of butterwotching tanks in the middle of summer, but I also



steered down the Houston Ship Channel with a load of JP-4, gasoline, and diesel.

In 1993, I shipped out for AT&T on their cable ship CS Charles Brown out of St. Thomas. A sub-sea earthquake had severed the phone cable between Jamaica and Panama. I was at the helm as we dragged for the cable, watched the cable splicers join the ends and test them, and participated in dropping the cable back to the sea floor 13,000 feet below with the satisfaction that this

vital communication link was restored.

I have sailed to Curacao, Guantanamo, Puerto Rico, through the Panama Canal, and on to Hawaii. I can guarantee that if I went on board a ship as a priest, I would never have been given the opportunity to have so many challenging and awesome experiences. I also can guarantee that if there was no Jones Act, none of the 15-plus U.S. flagged vessels which I have sailed would have been available. The workboats could

have been flagged in Panama, the coast-wise tankers could have been flagged in the Marshall Islands, and the ocean tugs could have been flagged in Norway.

So, in celebration of the 100th anniversary of the signing of the Jones Act by President Woodrow Wilson, I want to thank Washington Senator Wesley R. Jones for giving me the opportunity and the privilege of sailing as a US Merchant Mariner. It has made my life so much richer.

Secretary >>> Cont'd from page 9

other CAMM events. The AGM/PDC at Port Canaveral has been well planned with much welcomed help and participation from Captain Rich Grimison. The Vice-President of Events and Meetings is a member of the BoG. Hence, I'm "still involved, and still around," so you haven't seen the last of me yet!

It has been my honor to serve CAMM as National Secretary/Treasurer for the

past six (6) years. I thank you all for your support, patience, encouragement and help during my tenure here. I trust you'll give that same support, encouragement and help to my successor, Capt. Gussie Roth. I wish her good luck and Godspeed! I'll depart here and now with my ongoing motto -- "Working together, we can make CAMM better, bigger, and BEST for the future!"

Auf Wiedersehen! Hasta Luego! Ciao! Sayōnara!

So Long, and Fare Thee Well,

Captain Manny Aschemeyer

New Members and Changed Membership Status

New Member

3514-AF **Captain Supriyo Mukherjee**

Panamanian Licensed Unlimited Master
Currently working ashore as a Marine
Surveyor for UIMV-LTD; at Stanley
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Reinstated Members

#2324-RU **Captain Alan Breese**

Inadvertently listed as "Deceased"
Retired Master, last sailed for APL
Self-employed Marine Surveyor
Resides in Fountain Valley, CA

2834-RP **Captain Gregory M. Tylawsky**

Currently Pilot with SF Bar & Bay Pilots
Assoc.
Founder and President of Maritime Expert
Group, Inc.
Resides in Santa Rosa, CA

New Life Members

#2553-L **Captain Fiaz H. Arain, USMS (Ret.)**

Professor Emeritus, U.S. Merchant Marine
Academy, Kings Point, NY
Retired from USMMA in 2016. Joined CAMM
1992; loyal member for 28 years
Resides in Albany, NY

Council Reports



Executive Vice-President:

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

CAMM's election changed our leadership structure from geographic to task based. Therefore, there are no longer Regional Vice Presidents. This does not mean that CAMM will not have a "regional" presence or representation. We have 11 active chapters on all coasts. They cover the major hubs of our international maritime industry and will be CAMM's local/regional standard bearers.

To heighten CAMM's national and local profile, we will call on chapter presidents to become more involved in local maritime activities. I will be working with Captain Hunziker and the Board of Governors to put together a strategic plan to help us accomplish this mission. During this period of time affected by the COVID-19 pandemic, we are afforded an excellent opportunity to formulate a workable plan to revitalize our chapters and enhance CAMM's standing in the maritime industry.

Government Liaison VP:

Captain Jeffery Cowan
captcowan@mastermariner.org

Report not available.

International Relations VP:

Captain Cal Hunziker, #2457-RU
caphunziker@mastermariner.org

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

Under the new leadership structure, CAMM's media and communications will be the responsibility of the Media Vice President. This will include

Sidelights, our website, and other public communications. As the Media VP, I will strive to make our public face current and professional.

The next edition of *Sidelights* will be the October issue. As a heads up, please submit papers, articles, and reports and by September 11, 2020. It will be too late for the AGM/PDC update, so be sure to check the website for the most current information including registration forms and online registration information. Please address any suggestions or concerns to: captklein@mastermariner.org or sidelights@mastermariner-us.org (note the "-us" in this address)

Along with the website, *Sidelights* continues to be the public face of CAMM. We have recently had inquiries for permission to reprint some of our articles. It is good to know that other organizations are reading our publication and find our articles worthy of re-printing. Permission has been granted provided CAMM is properly credited.

We recently had a request to print a CAMM roster in *Sidelights*. We have guaranteed our members that our roster will be for internal use only; therefore, we cannot publish a roster in *Sidelights*. If our roster were to appear in a public magazine (which is also available electronically on our website) it would allow the information to be open to the public. This could make private information accessible to advertisers and scammers. We do have the ability to produce a roster for CAMM members only. I will work with our new National Officers to determine who will take on this task and by the next issue we should be able to direct members to the proper channel to obtain a roster.

You may have noticed that the home page on our website now shows several "CAMM Sponsors." These are yearly sponsorships offered to any AGM/PDC

Platinum or Gold Sponsor. We are also in the process of updating all the chapter pages. It is our goal is to make it possible for all chapters be able to make text changes to their pages. This should result in the chapter pages being kept current. Contributions to the next *Sidelights* magazine are due September 14, 2020

Membership VP

Captain George Zeluff, #2530
captzeluff@mastermariner.org

We can all do a LOT MORE recruiting for NEW MEMBERS! As the newly elected Membership VP, I ask for each CAMM member to assist us by bringing in ONE NEW MEMBER today! You'll find a CAMM membership application form on the inside back cover of each edition of *Sidelights* and applicants may also apply online at: <http://application.mastermariner.org/start.aspx>.

Granted, during COVID-19 local membership meetings have been postponed which has interrupted chances to recruit during meetings. Even so, all members can help CAMM and our Membership Team bring in more members. Keep in mind that in addition to master mariners and pilots, we now accept membership applications from licensed Deck Officers, Maritime Professionals working ashore in the maritime industry, Foreign Master mariners, and Cadet/Midshipmen who are attending one of the state or federal maritime academies.

PLEASE DO YOUR PART to keep CAMM growing and viable for the future.

CAMM Membership declined during 2019 as we have had a particular lean year in recruiting new members. It is hoped that this is an outlier and not a trend. I will be working to come up with ideas that can help in our recruitment of members and welcome any suggestions that may help make qualified prospective members aware of our organization and the benefits CAMM membership can offer. Please contact me at captzeluff@mastermariner.org



Events VP

*Captain Manny Aschemeyer, #
captaschemeyer@mastermariner.org*

See AGM information page 20.

New York Metro

*Captain George Sandberg, #1919-RU
Chapter President*

Report not available. For meeting information contact Captain George Sandberg at: capt sandberg@mastermariner.org.

Baltimore/Washington Report

Captain Joe Hartnett, #2193-RP

Meetings suspended due to COVID-19 and/or we are on summer break. Check the Chapter website for update information

Port Everglades/Miami

*Captain Paul Coan, #3021-RU,
Chapter President*

Meetings suspended due to COVID-19 and/or we are on summer break. Check the Chapter website for update information

Tampa Bay

*Captain Ronald J. Meiczinger, #1747-RU
Chapter Secretary/Treasurer*

Meetings suspended due to COVID-19 and/or we are on summer break. Check the Chapter website for update information

Mobile Bay

*Captain Jerome "Rusty" Kilgore
Chapter President*

Meetings suspended due to COVID-19 and/or we are on summer break. Check the Chapter website for update information

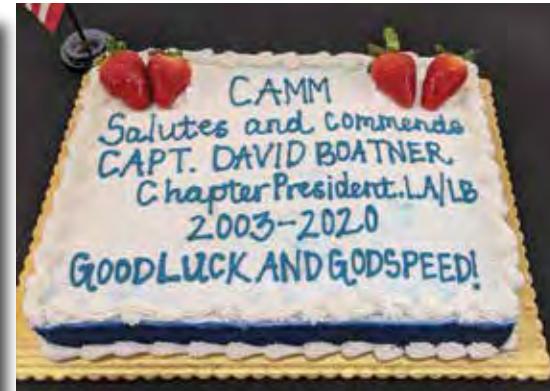
New Orleans

*CE Horace George, #3223-A,
Chapter Secretary*

Meetings suspended due to COVID-19 and/or we are on summer break. Check the Chapter website for update information



L-R Captains Mike Jessner, Manny Aschemeyer (National Secretary/Treasurer), Dave Boatner, Jeff Cowan (National President) and Paul Nielsen (Chapter Secretary/Treasurer)



Above, the cake presented to Captain Boatner. Left, outgoing Chapter President, Captain Dave Boatner and incoming President Captain Mike Jessner team up to cut the cake.

es the Houston Chapter does not meet during the months of July and August. We will have our Chapter webpage updated with meeting information for September.

Houston

*Captain Michael McCright, #2753-S
Chapter President*

Probably the most important issue is the need to write your local Congressman and Senators to promote a new Training ship for TAMUG - the National Security Multi-Mission Vessel (NSMV) program. For a sample letter and more details or information on how to help contact Captain Roth at captroth@mastermariner.org or rotha@tugma.edu

All meetings have been suspended due to COVID-9. Under normal circumstan-

Los Angeles/Long Beach

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

In the last issue of *Sidelights*, the report featured the Change of Command for the Los Angeles/Long Beach Chapter as Captain Mike Jessner was installed as the new president of the Chapter. Unfortunately, photos of the event did not make it into the article. The meeting was well attended and we would like to share

Continued next page >>>

In the Council

Council >>> Cont'd from page 13



The LA/LBC Chapter members and guest enjoy their meal.

the pictorial record of the event.

San Francisco Bay Area

Captain Klaus "Nick" Niem, #2167-RU

Meetings suspended due to COVID-19 and/or we are on summer break. Check the Chapter website for update information.

Columbia River

Captain Bill Good, #1924-RU

Chapter Secretary

It appears that our request for Free Pratique has been denied. Therefore the May meeting was cancelled. We will remain "Restricted to Ship" as our vessel is under Quarantine!

Seattle PNW

Captain Doug Subcleff, #2329-RU

Chapter Secretary

On Friday, 22 May 2020, members of the CAMM Seattle Chapter gathered at the end of the Edmonds fishing pier to recognize National Maritime Day and

remember and honor those mariners in our group who have Crossed the Final Bar. As Chapter President, Captain RJ Klein read the names, Captain Kevin Coulombe struck 8 bells. In addition, the memorial tribute poem "When the Last Hand Comes Aboard" was read aloud.

What made this year's ceremony especially unique and poignant was the situation with the COVID-19 pandemic, with mandated business closures, Stay in Place measures, Social Distancing guidelines, and the recommendation to wear face masks when in public. Despite all of these restrictions, we were able to recognize these important events. It was also interesting to see passersby take photos of our group and our flags, and we were able to do some public education about the U.S. Merchant Marine (from a safe distance!).

Due to COVID-19, the Executive Committee conducted business via a phone conference on May 7. Participants included: Captains RJ Klein, Chuck

Lund, Don Moore, Doug Subcleff, Cal Hunziker, Kevin Coulombe, and Andy Smith. The committee discussed the immediate future of CAMM Seattle. A recap of the meeting follows:

- 1) CAMM Golf Tournament for the benefit of the Youth Maritime Training Association; after discussion, it was decided to cancel this year's event at the Mt Si Golf Course. To help YMTA, the Chapter will hold a fundraiser. RJ will write up a fundraising message to post on the golf sign-up website and also to send out to last year's participants and sponsors.
- 2) 2020 YMTA / Norm Manly Scholarship competition: The event will be held via video conferencing on May 9. Captain RJ Klein will be participating as a judge. There are only five applicants this year. CAMM Seattle will be sponsoring the First Place \$5,000 scholarship amount, but the decision was made to withhold the \$1,000 Peter Chelemedos award amount until next year.
- 3) Seagoing VP Report: Captain Andy Smith reported on the evolving PPE procedures and crew change policies at his company due to COVID-19. He informed us that his company had been able to secure several thousand test kits which they will use to identify and protect the ship's crew. He also noted the present situation with the excess inventory of oil resulting in a larger number of tankers at anchor, on a slow bell, or maybe headed for lay-up.

For those interested, the Seattle Chapter Newsletter(s) is now available for download on the CAMM Seattle Chapter Website.

Council Reports

2020 CAMM National Election Results

On 8 May 2020 CAMM's Ballot Committee, chaired by Captain Rich Grimson, CAMM # 3414-RP reported the results of CAMM's 2020 election to then National President, Captain Jeff Cowan as follows:

The Ballot Committee has completed counting the ballots for the CAMM 2020 elections. The ballots were retrieved from the Post Office at 1600 this afternoon. Captain Cal Hunziker was on a facetime call with ballot committee members Captain Rich Grimson and Captain Brendan McMillin at the time. We verified with the Post Office that there was no additional mail held back since the box was full and that all mail had been delivered for the day. The ballots were taken to the offices of the Canaveral Pilot Association located at 9060 Herring St., Cape Canaveral, FL where the third member of the ballot committee, Captain Steve Gasecki, joined us. A total of 196 ballots were received. The results of Measure #1 were: 161 Yays and 31 Nays. There were 4 ballots which had no entry for Measure #1. The committee has retained all the ballots and envelopes in a file box at the Canaveral Pilots Association office and will retain the file there until the October AGM/PDC to be held in Cape Canaveral.

Measure #1 was to decide if CAMM's Leadership Structure would change from Regional to Task Based. Said change required that two-thirds (66%) of the voting membership approve the Constitution and By-law changes necessary to implement the restructuring. Measure #1 was approved with the needed majority (161 Ayes and 31 Nays - 83% in favor).

With the approval of Measure #1, Measure #2 (National Regional Officers) became moot, and the Ballot Committee moved to

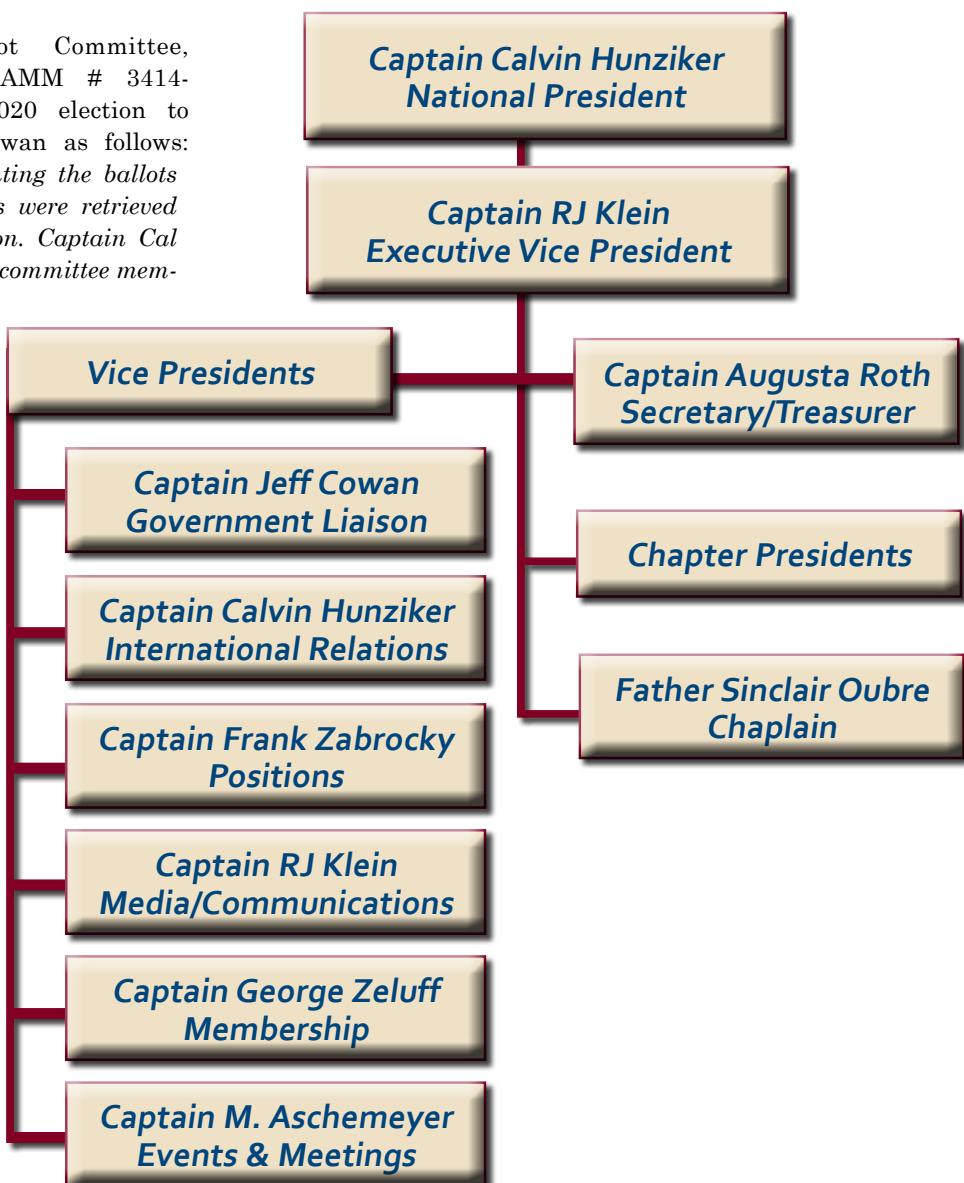
Measure #3. They tallied the votes for each Officer position on Measure# 3 (Task Based Structure) with the following results:

National President 177, Executive Vice President 174, Secretary/Treasurer 172, Government Liaison VP 175,

International Relations VP 171, VP, Positions VP 174, Media VP 172, Membership VP 173, and Events VP 172.

The following flow chart shows the new National Officers of CAMM and the new Task Based Leadership Structure

New Structure



CROSSED THE FINAL BAR

CAPTAIN JOHN A. CORSO, CAMM #1681-L

102nd birthday. Captain Corso had been living at his home in Bellevue, WA and was recently diagnosed with cancer and died soon after the diagnosis.

A Graduate of the New York State Merchant Marine Academy in 1939, Captain Corso began his seagoing career as an AB with SOCONY VACUUM Oil Company. When ships began to come out of layup at the beginning of WWII, John was assigned as Junior Third Mate on a SOCONY tanker. He sailed on tankers throughout the war. This included five North Atlantic crossings from Newfoundland to England where U-boats awaited every convoy. By the end of WWII, he was Chief Mate on a T2-tanker. In 1949, he was promoted to Master of the Mobilgas and was the youngest Captain in a fleet of more than 20 ships.



At this time, the U.S. Coast Guard began a program that allowed Merchant Marine Officers to join the Coast Guard as Commissioned Officers. The intent of this program was to have qualified personnel in the USCG to serve as Marine Inspectors. The program sounded attractive to Captain Corso, as it was a shoreside job and included a retirement plan, paid vacations and medical insurance. He made the difficult decision to resign from SOCONY and Captain Corso spent the next 20 years in the U.S. Coast Guard.

Most of his time in the Coast Guard was spent in Marine Inspection but Captain Corso did have two seagoing assignments. The first was as Navigator on a USCG Cutter which was engaged in a summer training cruise to Europe for Coast Guard Cadets. He also spent three years as the Commanding Officer of the USCGC Planetree. The Planetree was a combined search & rescue, buoy tender, and anti-submarine ship and was based in Honolulu. During this time, the Planetree cruised the Pacific around the Samoan Islands, Guam, Okinawa, and Wake Island. Captain Corso has written several articles for *Sidelights* detailing some of his unique experiences while commanding the Planetree. After retiring from the Coast Guard, Captain Corso moved to New Zealand where he was appointed as an ABS surveyor. He returned to the U.S. in 1978.

The June, 2018 CAMM Seattle PNW Chapter meeting honored Captain John Corso's 100th birthday. Family, friends, and distinguished guest attended. Captain Corso was presented with a Planetree themed birthday cake along with a framed certificate in honor of the occasion. See *Sidelights*, October 2018 for more about Captain Corso. In 1961, Captain Corso joined CAMM and was an active member and supporter of both the National and the Seattle PNW Chapter (established in 1981). He served as President of the Seattle Chapter 1987 – 1989. Captain Corso was an Associate Editor of the *Sidelights* magazine and for several years had his own "Northwest Scuttlebutt" column in *Sidelights* that featured maritime news. He continued to contribute articles to *Sidelights* as recently as 2017.

PATRICIA E. HARTLE, CAMM #3325-A

she was staying with her son, Allen in the San Juan Islands, WA while recovering from a fall. Pat had previously been living independently at her home in West Seattle.

Ione is in northeast Washington and as a child Pat had a radio about 18 inches tall, made of wood, with many bandwidths which enabled her to listen to one side of the marine radio calls. This was her introduction to the maritime industry. Several years after graduating from high school, Pat took a temporary job at American Mail Line (AML). She stayed at that job for over 20 years. Pat was the front door and the first voice of AML and later American President Line (APL).

In the middle 80s, Pat married Captain Larry Gellerman (CAMM #1141-RU) of APL. She began attending CAMM meetings in Seattle with her husband. After Captain Gellerman's death in 2002, Pat became a Companion Member of the Seattle Chapter and joined the National as an Associate Member in 2012.

In 2008, Pat was CAMM Seattle's Maritime Person of the Year for her decades of outstanding service devoted to the protection of Seattle's Maritime history and traditions. In December 2018, Pat was presented with Northwest Seaport's 2018 Maritime Heritage Hero Award. The award was presented in recognition of her decades of dedicated service to the cause of maritime heritage in the Northwest.

Pat was the braided mooring line that ran through the Seattle waterfront, an outstanding maritime advocate in the Pacific Northwest and indeed the entire country. She was a tireless volunteer for many organizations which included the Puget Sound Maritime, Center for Wooden Boats, Council of American Master Mariners, Northwest Seaport, Virginia V Foundation, Propeller Club of Seattle, Council of American Maritime Museums, Sound Experience aboard the Schooner Adventure, and Mystic Seaport Museum.



CAPTAIN NORMAN A. WERNER, CAMM # 2787-RP

On Wednesday, April 22, 2020, Captain Norman (Norm) Andrew Werner died unexpectedly at the age of 81. Captain Werner was born in Cleveland, Ohio in 1938. In 1944, his family relocated to Seattle and Captain Werner graduated from Ballard High School in 1957.

A 1963 graduate of the California Maritime Academy, Captain Werner attained his Unlimited Master's License five years after graduating from the California Maritime Academy. Early in his career, he was chosen to be the first Merchant Marine Officer to be trained in Global Positioning System (GPS) navigation at Johns Hopkins University in Baltimore, Maryland. Captain Werner worked under the direction of the scientist who developed GPS as the main means for vessels to navigate across the oceans.

Captain Werner was a pilot in three different locations. He spent 22 years in the Panama Canal, 6 years in Grays Harbor, WA, and 12 years in Puget Sound, WA. All three locations challenged Captain Werner's expertise and ship-handling skills to ensure the successful movement of large vessels in restricted waterways.

While in Panama, Captain Werner served as President of the Panama Canal Pilots Association when legislation for the Panama Canal Treaty was being formulated. He participated in meetings in Washington, D.C. to ensure a smooth transition of control of the Canal from the United States to Panama.

Captain Werner retired from the Puget Sound Pilots in 2008. He was inducted onto Ballard High School's Wall of Recognition in 2011. In 2012, Captain Werner was named the Distinguished Alumnus by the California Maritime Academy and was honored as Maritime Person of the Year by the Seattle PNW Chapter of CAMM.

Captain Werner distinguished himself as a true maritime professional throughout his illustrious career as a Merchant Marine Officer, Ship Captain, and Pilot. He is survived by his wife, Judith, son, Kjell, extended family, and dear friends.



CAPTAIN PATRICK MOLONEY, CAMM # 1829-RU

Born in Riverside CA, on 3 April 1952, Captain Patrick Moloney succumbed to cancer on 10 May 2020. In late August of 2019 he was diagnosed with pancreatic cancer. He began a proactive program of treatment but was unable to overcome the disease. Before beginning treatment, Captain Moloney married his long-time fiancée, Debbie, on August 30, 2019.

Captain Moloney began his maritime career at the U.S. Merchant Marine Academy, Kings Point, New York graduating in 1977. He joined Military Sealift Command, Pacific (MSCPAC) as a Third Officer and in 1982 was appointed Master with MSC. As permanent Master of the underway replenishment oiler USNS *Hassayampa* (1984 to 1988), he was involved with three rescues of boat people from Vietnam, totaling 211 refugees (see story, *Sidelights* December 2011).



Captain Moloney was well-respected by his colleagues, and those who served under his command. This was evident in that 75% of his crew was the same when Captain Moloney left the *Hassayampa* as were aboard when he took command. Captain Moloney became the Marine Superintendent for MSCPAC, but also remained active, sailing as relief Master aboard several MSCPAC ships including the hospital ship USNS *Mercy* during San Francisco Fleet Week 1989.

In February 1993, Captain Moloney was appointed as the Executive Director of the State Board of Pilot Commissioners for the Bays of San Francisco, San Pablo and Suisun. He served in that position until retiring in late 2009. After retirement, Captain Moloney remained active in the maritime community with the Council of American Master Mariners (Camm), as a shipmaster, consultant, mentor and advocate for the maritime industry. In his spare time, he began work on a fleet model of (1:350 scale) ships he had commanded.

In 2015, Captain Moloney was the Lalonde Spirit of the Seas Award winner. A strong supporter of CAMM, Captain Moloney served as IFSMA Vice President from 1998-2006 and as CAMM's 2nd Vice President 1997-2005, and again from 2012 to 2019. Captain Moloney was also President of the San Francisco Bay Area Chapter. Captain Moloney served as the longest standing Master aboard the National Liberty Ship Memorial, SS *Jeremiah O'Brien* and also served on The National Liberty Ship Memorial Board of Directors.

Captain Moloney is survived by wife, Deborah; daughter, Christina; son-in-law, Ben; grandchildren, Leo and Naomi; brothers, Greg and Kevin. A memorial service will be held this summer in San Francisco. Please email Greg at: gmoloney@mac.com for details. After the recent fire at Pier 45 where the SS *Jeremiah O'Brien* was docked, the family suggests that, in lieu of flowers, donations be made in Captain Moloney's name to the National Liberty Ship Memorial at: www.ssjeremiahobrien.org



By Captain RJ Klein,
#1751-RU

the Maritime Security Program (MSP) and the Cargo Preference Act are the Triple Crown of the US Merchant Marine, the Jones Act is the Belmont Stakes. The Jones Act ensures the rights of US Seafarers, boosts US Shipyards, and provides jobs for US mariners. It requires that ships engaged in coastwise trade be “built in and documented under the laws of the United States and owned by persons who are citizens of the United States...”

Senator Wesley L. Jones

Representative George W Edmonds (R-PA) introduced the Merchant Marine Act of 1920 in the house but the person most responsible for its passage was Senator Wesley Jones (R-WA). Born in Illinois in 1863, Senator Jones moved to Washington State in 1889 where he began practicing law in Yakima. He was elected to the House of Representatives in 1898 and to the Senate in 1908. He served in the Senate until his death in 1932. While in the Senate, he was Chairman of the Senate Committee on Commerce from 1928 until his death

Background

The Jones Act and Passenger Vessel Service Act of 1886 are considered “cab-

The Jones Act at 100

On 5 June 1920 the Merchant Marine Act of 1920 was signed into law. It is better known as the “Jones Act” and has served American seamen and the US maritime industry for 100 years. If the Jones Act, otage” laws. The word cabotage most likely derives from the French cabotier meaning to sail coastwise or by the capes. Cabotage laws are not unique to the US. Information gathered by the Seafarers Rights International found that, “80% of the world’s coastlines of UN maritime states have cabotage laws.” In addition, a 1991 survey of 56 maritime countries by the Maritime Administration (MARAD) found that 43 countries had some crewing restrictions, 37 countries had ownership provisions, and six countries had domestic construction requirements.

For many years the US merchant fleet operated under an 1817 law, An Act Concerning the Navigation of the United States. This law required that US domestic shipping be conducted only with US flagged vessels. At that time, only US built ships could be flagged in the United States; therefore, the Act barred foreign competition.

The Passenger Vessel Services Act of 1886 basically stated that, “No foreign vessels shall transport passengers between ports or places in the United States, either directly or by way of a foreign port, under a penalty of \$200 [now \$762] for each passenger so transported and landed.” This is the Jones Act of the cruise industry.

The Importance of the La Follette Seamen’s Act

Senator Robert La Follette was a progressive Republican from Wisconsin known as “Fighting Bob.” He sometimes found himself in disagreement with President Woodrow Wilson. The two did have a meeting of the minds on one important piece of legislation: The La Follette Seamen’s Act of 1915. Senator La Follette worked closely with maritime labor leader Andrew Furuseth, a Norwegian-American known as the “Abraham Lincoln of the Sea.”



Senator Wesley Jones (R-WA)



Maritime labor leader Andrew Furuseth (left), Senator La Follette (center), and Lincoln Steffens, circa 1915.

Andrew Furuseth helped organize the Sailors’ Union of the Pacific and he became president of the International Seamen’s Union after its formation in 1892. Senator La Follette and Furuseth were both concerned with the unfairness in the legal system which allowed for the “crimping” or “shanghaiing” of sailors. It took two and a half years, but neither gave up on the bill and on 4 March 1915 the Seaman’s Act of 1915 was signed into law by President Wilson.

The Act addressed many of the sailor’s concerns including safety, living conditions, and food standards onboard ships. It also reduced the captains’ power, defined seamen’s legal status, and established rules of compensation. The cus-



tomary 72 cubic feet each sailor had for living space, which Furuseth described as "too large for a coffin, too little for a grave," was increased to at least 100 cubic feet. Additionally, the act dealt with the need to improve communication and promote the hiring of American sailors. It mandated that at least 75 percent of the crew be required to understand commands in English and heralded the idea that the number of lifeboats kept should be increased and special attention paid to their quality. The Seamen's Act of 1915 established the ability of seamen to sue for damages against negligent ship owners and recognized the right of seamen to organize. It has been called the "Magna Carta of the Sea."

The Act

Senator Jones did not create his act out of whole cloth. Many segments of the act were consolidations of previous sabotage provisions and seamen's rights. The intent of the Jones Act was to ensure the rights of seamen, maintain a viable US merchant marine, provide jobs for US seafarers, and protect the American shipbuilding industry. The Supreme Court had struck down portions of the Seamen's act of 1915 which allows seamen to sue for damages against negligent shipowners. The Jones Act remedied this issue. Previously, sabotage laws applied only to US continental coastwise trade, whereas the Jones Act added the United States districts, territories, and possessions to the coastwise laws. This meant that Puerto Rico, Hawaii, and Alaska were now considered part of the US coastwise trade. The inclusion of Alaska led some to question Senator Jones's motives, suggesting that he wanted to create a shipping monopoly between his state (Washington) and Alaska. Senator Jones may not have been altruistic in crafting the act but he was pragmatic. He recognized the need for a strong merchant marine to ensure National Security and wanted to protect the rights of seamen. Including US districts, territories, and positions in the coastwise laws would lead to more US flag ships plying the oceans.

Despite the sabotage laws that were



Above Matson's MV Lurline, *the newest Jones Act Ship.*

PHOTO: MATSON PRESS RELEASE

in force at the beginning of World War I, when the European nations withdrew their merchant fleets from commercial service to aid in their war effort, the United States did not have sufficient ships to conduct normal trade, thus impacting the US economy. After entering the war, the US did not have the needed ships to transport the American Expeditionary Forces (AEF) and their equipment to Europe. Britain agreed to transport 40% of the AEF to Europe for free, as they recognized the need for America's help in defeating Germany. However, they did not offer this free service for returning the AEF which cost the US Government millions of dollars. When defending Section 30 (the Ship Mortgage Act of 1920), Senator Jones said, "When the war came, this lack of shipping cost us hundreds of millions of dollars in higher freight rates or business losses and hundreds of millions of waste in the hasty building of ships to meet the emergency that threatened the overthrow of civilization... The man or the paper who would discourage the upbuilding of our merchant marine is fighting the battle of alien interests."

Section 30

At the termination of the war the United States government owned a vast amount of shipping tonnage that had been quickly built to support the war. Section 30 of the

Jones Act provided a preferred mortgage to US citizens willing to buy the surplus ships. The ships had to be operated under the US flag and manned by American mariners. This resulted in the expansion of the US merchant marine while helping US government defray some of the cost of its wartime shipbuilding program.

Section 20

"That any seamen who shall suffer personal injury in the course of his unemployment may, at his election, maintain an action for damages at law, with the right of trial by jury, and in such action all statutes of the United States modifying or extending the common-law right or remedy in cases of personal injury to railway employees shall apply; and in case of the death of any seaman as a result of any such personal injury the personal representative of such seaman may maintain an action for damages at law with the right of trial by jury, and in such action all statutes of the United States..."

Thus, seafarers obtained the right to sue their employers for injuries due to negligence. This included negligence of the shipowner, master, officers, or fellow crew members. Today the US seafarer



2020 Annual General Meeting and Professional Development Conference

POSTPONED!

NEW DATES - October 21-23, 2020

Applying Tomorrow's Technology in Today's Maritime Industry

Annual General Meeting Update - The Latest

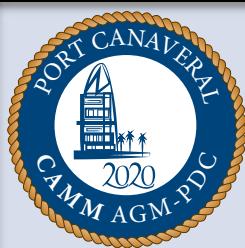
CAMM has postponed the Annual General Meeting (AGM) and Professional Development Conference (PDC) to October 21-23, 2020. However, the ability to have the event this year will depend upon the COVID-19 virus activity in the state of Florida and the country. The Events VP and Board of Governors will be cautious when evaluating the progress of the pandemic. They will be in contact with the hotel concerning their cancellation policy and our contractual obligation. It is expected that a decision will need to be made by mid-August.

The next issue of *Sidelights* will not be out in time to inform CAMM members as to the final decision on the AGM/PDC, so the need-

ed information will be posted on the website as soon as possible., including registration forms and online registration information.

Become A Sponsor

CAMM invites individuals, organizations and companies to join us by becoming a sponsor for the 2020 Annual General Meeting and Professional Development Conference. Sponsorships begin at \$100. To become a sponsor please go to the CAMM website (www.mastermariner.org) and click on "News," use the "Annual Meeting" tab and go to Sponsorships (located in the left hand column). The Direct link to sponsorships is: <http://mastermariner.org/2020-annual-meeting.html#sponsorship>



Raffle CA\$H
1ST PRIZE - \$800

2ND PRIZE - \$500
3RD PRIZE - \$200

Ask friends, family, and colleagues to donate and support CAMM!

Suggested Donation

\$3⁰⁰ each or a book of 10 for \$25⁰⁰

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

Winner drawn on October 23, 2020 AGM in Port Canaveral, Fl.

Order tickets online at www.mastermariner.org

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

30623 Chihuahua Valley Rd, Warner Springs, CA 92086-9220

Proceeds help CAMM carry out its mission statement.

AGM-PDC 2020 Sponsors

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Captain Cal Hunziker

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Maryland Pilots
Captain John Traut
Maryland Pilots



- Maritime Group - Captain Jack Cox
- Captain Georg Pedersen
- Bayshore Marine Consulting - Captain Chris Begley

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SeaPort Canaveral



Captain George Zeluff

CONTRIBUTORS

Captain Chris Edyean
E.N. Bisso Canaveral, Inc.
Captain John Caffrey (USCG-Ret.)
Captain Michael Michaelson
Captain Ed Carr (SVP-MOL Americas)
CAMM NY/NJ Chapter (Captain Tortora)
Captain Andy Triandfilou
Captain Gregory Tylawsky

RADM Paul Krinsky
Captain Dave Dwyer
Captain Edward Lanni
Captain John Cox
Captain Robert Holden
Captain Russ Kinne
Captain Janet Walsh
Captain Kerry O'Brien
James Callahan



Courtesy
National Oceanic
and Atmospheric
Administration

ago, on October 4, 1957, the former Soviet Union launched Sputnik 1, the first artificial satellite to be successfully placed in orbit around Earth. This feat ushered in the Space Age and sparked a space race between the United States and its Cold War rival.

The scramble for spaceflight superiority led to the establishment of our nation's early space programs, and to the launch of Explorer-1 in 1958, the first operational U.S. satellite. The United States' earliest attempts to see Earth's weather from space also began in the 1950s. Several experimental programs were developed and, by 1959, a pioneering weather exploration mission made its way to space onboard the Explorer VII satellite.

On April 1, 1960, NASA launched the Television Infrared Observation Satellite (TIROS-1), the world's first successful weather satellite. Weighing approximately 270 pounds and carrying two television cameras and two video recorders, the satellite provided weather forecasters their first-ever view of cloud formations as they developed around the globe.

"It really was a milestone in the history of weather observation," said Stephen Volz, Ph.D., Assistant Administrator of NOAA's Satellite and Information Service.

Celebrating 60 Years of Metrological Satellite Images

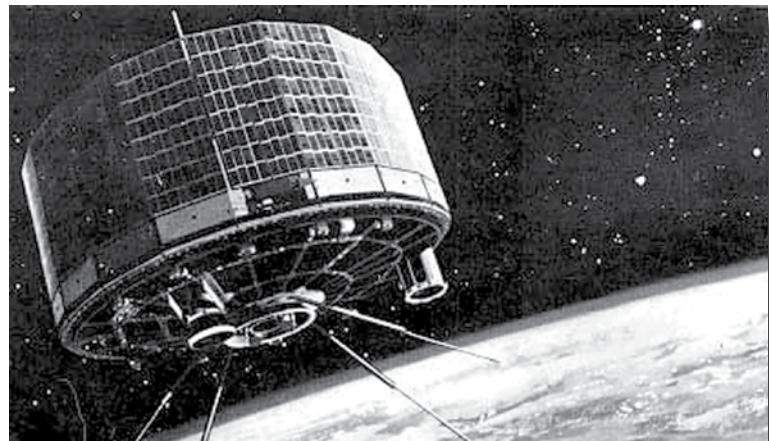
On April 1, 1960, the National Aeronautics and Space Administration (NASA) launched TIROS-1, the world's first successful meteorological satellite. Nearly 63 years

"TIROS-1 changed our perspective. Up to that point, we were very local in our understanding and our interpretation of weather phenomena." TIROS-1 orbited 450 miles above Earth and

communicated with two command and data acquisition stations. When the satellite was in range of a station and the data was read out, the images (up to 32), could be recorded for playback. They were recorded on 35-mm film for making prints. Although the satellite operated for only 78 days, TIROS-1 sent back more than 19,000 usable pictures, proving the worth of weather observing satellites to the world and opening the door for weather technology of the future. The first image from the satellite was a fuzzy picture of thick bands and clusters of clouds over the northeastern United States (below). An image captured a few days later revealed a typhoon about 1,000 miles east of Australia.

Over the next several years, scientists and technologists at NASA and the Environmental Science Services Administration (ESSA; NOAA's predecessor) designed, built, and launched multiple TIROS missions, each carrying increasingly advanced technology. In 1970, 10 years after the launch of TIROS-1, NOAA was established in recognition of the value and importance of a meteorological agency supported by space-based observation.

As the capabilities of satellites improved, they would evolve into NOAA's



The TIROS-1 satellite.

COURTESY NASA

current polar-orbiting satellites, the backbone of the global observing system and numerical weather forecasting.

In 1974, the Synchronous Meteorological Satellite (SMS-1) became the first prototype geostationary satellite. Just a year later, in 1975, the SMS series of satellites became the first operational Geostationary Operational Environmental Satellites (GOES) in orbit with the launch of GOES-1.

Today, with the next generation of environmental observation satellites in orbit—GOES-R and JPSS—NOAA is continuously improving our weather monitoring and prediction with state-of-the-art data and imagery. These satellites are also significantly enhancing our understanding of the Earth as a whole system. "TIROS was just the first step," Administrator Volz added. "Now we're starting to peel back those environmental layers and understand how they connect together. We can see vegetation health from space and measure how warm the ground is. We can see fires around the world and determine the altimetry of water and waves from space. And all of this is based on what we learned—and what we saw—with our first glimpses from TIROS."



Jones Act >>> Cont'd from page 19

can sue for injuries under maintenance and cure, unseaworthiness, and the Jones Act. When opponents of the Jones Act called for its repeal they are not talking about Section 20 but rather Section 27.

Section 27

"That no merchandise shall be transported by water, or by land and water, on penalty of forfeiture thereof between points in the United States including Districts, Territories and possessions thereof embraced within the coastwise laws, either directly or via a foreign port, or for any part of the transportation, in any other vessel than a vessel built in and documented under the laws of the United..." It is this section that critics and allies are referring to when they discuss the Jones act. The law requires that all goods transported by water between US ports be: 1) carried on US flag ships 2) on ships constructed in the United States 3) on ships owned by US citizens, and 4) crewed by US citizens.

The defenders of the Jones act cite a need for a modicum of US flag ships and trained American seafarers to be available in the event of a national emergency. The maintenance of a basic shipbuilding industry is also vital. In a major global conflict, the United States cannot be dependent upon foreign shipyards. While the Cargo Preference Act and MSP keep some ships under the US flag and contribute to the pool of trained us mariners, it is the Jones Act that maintains American shipbuilding capabilities. The US military understands the need for a strong merchant marine and is one of the strongest supporters of the Jones act.

However, National Security is not the only reason for the Jones Act to remain in force. In 2017, Forbes stated that without the Jones Act, foreign ships and mariners would take over critical US economic infrastructure, safety and professional standards would erode, and US construction of large oceangoing commercial vessels would cease. According to MARAD, there are 40,000 Jones Act vessels operating in the domestic trades. This plays an important role in relieving congestion on

In Support of the Jones Act

The Jones Act really is the linchpin. It is foundational to our merchant marine as it is today. It's the ships; it's the mariners, which are critical. And it's the infrastructure that supports the shipbuilding and ship repair part of the industry and all of the supply chain that has impact on our government shipbuilding programs as well. The costs of all of those and the availability of shipbuilders are greatly impacted by that. So (the Jones Act) has far ranging impact.

**Admiral Mark H. Buzby,
Administrator, U.S. Maritime
Administration, March 2018**

As the former commander for the U.S. Navy Military Sealift Command, the importance of the Jones Act and the merchant marine that it supports is obvious. From the First and Second World Wars, to Iraq and Afghanistan, a robust U.S.-flagged maritime capability has been the cornerstone of our nation's military deployments.

**Retired Rear Admiral
Thomas K. Shannon, the
Washington Times, May 2019**

I am an ardent supporter of the Jones Act. It supports a viable ship building industry, cuts costs and produces 2,500 qualified mariners. Why would I tamper with that?

**General Paul J. Selva
Vice Chairman of
the Joint Chiefs of Staff, 2015**

the nation's crowded roads and railways. The US maritime industry supports nearly 650,000 American jobs and contributes \$150 billion annually to the US economy. Five indirect jobs are created for every one direct maritime job, which results in more than \$41 billion in labor compensation. Domestic waterborne transportation is safe, reliable, efficient and an established mainstay of America's national

transportation system. Each year, tens of thousands of vessels transport over a billion tons of cargo, with hundreds of ferry operators transporting millions of passengers, contributing billions to our nation's economy through freight and passenger revenue, taxes and private investment.

Opponents of the Jones Act, like the Cato Institute and consumers in Hawaii, Alaska, Puerto Rico and Guam, claim that the Jones act increases the cost of goods. There is no evidence that foreign flag ships would deliver goods more cheaply to these destinations. In fact, in July 2018, economists from Boston-based Reeve & Associates and San Juan-based Estudios Técnicos, Inc. released a joint report, The Impact of the Jones Act on Puerto Rico, that concluded the Jones Act has no impact on either retail prices or the cost of living in Puerto Rico.

Certainly, more could be done to support the US maritime and American shipbuilding. A return to operating and construction subsidies, which were eliminated by the Reagan administration in 1980, would be a good start. Until then, the Jones act remains the cornerstone of the US merchant marine. The Jones Act and Passenger Vessel Service Act are no longer stand-alone laws. They are now codified in Title 46 USC. – Shipping. Regardless, mariners and maritime lawyers still honor the late Senator by continuing to refer to those statutory provisions as the Jones Act. Sources: Sea History - Autumn 1917, Jones Act, Encyclopedia.com (The La Follette Seamen's Act), US History.com, JSTOR.org (Journal Storage), Maritime Musings (Dennis Bryant, September 30, 2011), CruiseCritic.com, More than shipping - Congressional Research Service Report for Congress, July 2003, MARAD, Wikipedia, Forbes - Why Repealing The Jones Act Could Be A Disaster For The US – Oct. 2017, Transportation Institute, American Maritime Partnership, Academy of Political Science – Comments on the Merchant Marine Act of 1920, CRS Report to Congress – The Jones Act: An Overview – July 2003

2020 National Maritime Day Proclamation

Since the founding of our great Nation, we have relied on merchant mariners to deliver goods to market and strengthen our national security. On National Maritime Day, we recognize the United States Merchant Marine for all it does to facilitate our commerce and protect our interests at sea.

Our Nation's merchant mariners enable peaceful trade with countries around the world and provide vital sealift support to our Armed Forces. Whether on the ocean or our inland waterways, merchant mariners support our economy by transporting billions of dollars of imported and exported goods. These men and women also sail bravely into combat zones to deliver supplies and weapons to our military men and women, playing a critical role in the success of their mission.

This year, as we celebrate the 75th anniversary of the end of World War II, we pay tribute to the United States merchant mariners who served as the "Fourth Arm of Defense" for our Nation during the war. Earlier this year, I was proud to sign into law long-overdue legislation to award the Congressional Gold Medal to the valiant civilian merchant mariners who maintained critical supply lines to our overseas troops and allies during the Second World War. Many of these mariners endured brutal attacks from German U-boats, and more than 6,000 of them perished at sea or were held as prisoners of war. This number includes 142 cadet midshipmen of the United States Merchant Marine Academy — distinguishing it as the only one of the five service academies authorized to carry a battle standard.

As we remember the tremendous sacrifices of the

World War II Merchant Mariners, we also continue to honor the present day citizen mariners who make up our Nation's world class Merchant Marine. Today, we pay tribute to their expertise, patriotism, and dedication to serving our country and ensuring our national security.

The Congress, by a joint resolution approved May 20, 1933, has designated May 22 of each year as "National Maritime Day" to commemorate the first transoceanic voyage by a steamship in 1819 by the S.S. *Savannah*. By this resolution, the Congress has authorized and requested the President to issue annually a proclamation calling for its appropriate observance.

NOW, THEREFORE, I, DONALD J. TRUMP, President of the United States of America, do hereby proclaim May 22, 2020, as National Maritime Day. I call upon the people of the United States to mark this observance and to display the flag of the United States at their homes and in their communities. I also request that all ships sailing under the American flag dress ship on that day.

IN WITNESS WHEREOF, I have hereunto set my hand this twenty-first day of May, in the year of our Lord two thousand twenty, and of the Independence of the United States of America the two hundred and forty-fourth.



With no Maritime Day celebrations observed around the country, members of CAMM's Seattle Chapter gathered at the Port of Edmonds City Dock on Puget Sound. Observing the Governor Inslee's mask and social distancing recommendations from left to right are Captains RJ Klein, Kevin Coulombe, Doug Subcleff, Don Moore, Chuck Lund and Jim Herron.

PHOTO BY CAPTAIN DOUG SUBCLEFF



The United States Merchant Marine Academy Color Guard displaying the Academy's Battle Standard. The number 142 is prominently displayed to memorialize the 142 Cadet-Midshipmen killed in action during World War II. As noted by the President, the U.S. Merchant Marine Academy is the only one of the five service academies authorized to carry a Battle Standard

PHOTO FROM THE UNITED STATES MERCHANT MARINE ACADEMY



The American Merchant Marine Veterans Memorial in Ashtabula, OH on Lake Erie. The monument faces the Ashtabula River, Lake Erie, Ashtabula Harbor and the docks. Dedicated on 29 April 2007, the monument was made possible by the Northeast Ohio Chapter of the American Merchant Marine Veterans.

PHOTO: RELEASED TO PUBLIC DOMAIN BY ITS AUTHOR, PBALSON8204



The American Merchant Marines Memorial, Pier A, New York, NY USA

PHOTO BY PAULO JC NOGUEIRA, TAKEN 9 APRIL 2014, LICENSED UNDER THE CREATIVE COMMONS ATTRIBUTION-SHARE ALIKE 3.0 UNPORTED .



The Navy-Merchant Marine Memorial is located in Lady Bird Johnson Park on Columbia Island. This is a World War I Monument in Washington, DC. The memorial reads:

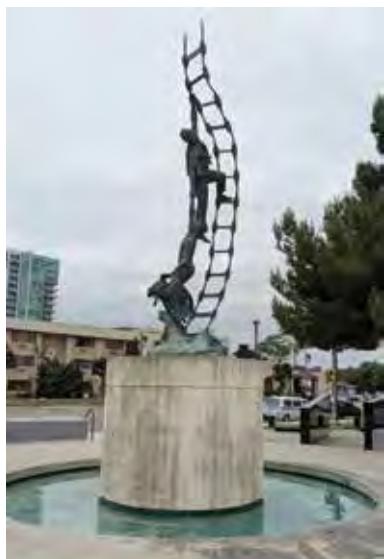
To the strong souls and ready valor of those men of the United States who in the Navy, the Merchant Marine and other paths of Activity upon the waters of the world have given life or still offer it in the performance of heroic deeds this monument is dedicated by a grateful people.

PHOTO: PUBLIC DOMAIN FROM THE NATIONAL PARKS SERVICE



The U.S. Merchant Marine Flag flies under Old Glory at the Museum of History and Industry on Maritime Day in Seattle

PHOTO BY CAPTAIN DOUG SUBCLEFF



The bronze Jacob's Ladder statue is the center piece of the Merchant Marine Veterans Memorial in San Pedro, CA. Five marble "Walls of Honor" list all the U.S. Merchant Ships sunk and all the names of their crew (over seven thousand) who were lost during World War II.

PHOTO BY CAPTAIN RJ KLEIN



Dedicated in 2017, this Monument is located on the Cape Fear River in Riverfront Park, Wilmington, NC. The monument was designed and funded by the Merchant Marine Monument Fund, founded in 2016.

PHOTO CREDIT USMM MONUMENT FUND
PHOTOGRAPHER, CHRISTINE PHUND

Merchant Mariners of World War II Awarded the Congressional Gold Medal

On March 13, 2020, the President signed Public Law 116-125, the Merchant Mariners of World War II Congressional Gold Medal Act of 2020. The law was enacted:

To award a Congressional Gold Medal, collectively, to the United States Merchant Mariners of World War II, in recognition of their dedicated and vital service during World War II.

The law authorizes that Congress shall

make appropriate arrangements for the award, a single gold medal of appropriate design to the United States Merchant Mariners of World War II, in recognition of their dedicated and vital service during World War II. The Secretary of the Treasury shall strike the gold medal with suitable emblems, devices, and inscriptions. The gold medal shall be given to the American Merchant Marine Museum, where it will be available for

display as appropriate and available for research. Also, it is the sense of Congress that the American Merchant Marine Museum should make the gold medal available for display elsewhere, particularly at appropriate locations associated with the United States Merchant Marine and that preference should be given to locations affiliated with the United States Merchant Marine.

Remembering the U.S. Merchant Marine

By Burt Shearer

As our nation contends with the corona virus pandemic, parallels have been drawn to the civilian response to WWII. I was struck then, as I am now, how resilient Americans are and how many ordinary folks are willing to risk their lives to meet critical needs. It's an eerie coincidence that ceremonies to commemorate the 75th anniversary of the end of WWII—and honor the selflessness of millions of Americans who answered the call to duty so long ago—are now being postponed.

I was one of those – in high school at the time—who answered the call, but I didn't serve in the army, navy or marine corps. I was part of a far lesser-known group that didn't storm beaches, parachute in behind enemy lines or fly bombers over Tokyo. What I did was statistically more dangerous. One in 26 of my band of brothers, though civilians, died in the line of duty, a greater percentage of war-related deaths than any branch of military service.



Arctic Convoy, 1942. Convoy moving across the Atlantic with food and other supplies for the Allies. Office of War Information Photograph, 1942.

COURTESY OF THE LIBRARY OF CONGRESS.

We were in the U.S. Merchant Marine.

It has been said there was never a parade for the Merchant Marine, but earlier this month President Trump signed bipartisan legislation establishing the World War II Congressional Gold Medal to recognize

the contributions of merchant mariners who did a job few were willing to take on.

History has overlooked us because our service defies easy description. We didn't have a traditional chain of command. Many of us were too old to serve in the army



or navy. And, though we've been around since the Revolutionary War, nobody makes movies about logistics—or stops us at a mall to thank us for our service.

But every WWII general, from Eisenhower to Patton to MacArthur, knew we had no chance to beat the Germans or Japanese without the greatest merchant fleet on the seas. We commanded and crewed the ships that brought the war to the most lethal enemy America has ever faced. We literally kept American forces armed, clothed and fed for the entire war by executing the greatest sealift in human history. We moved everything – tanks, troops, supplies, fuel – making us the number one target of Nazi U-boats.

What teenager really knows what they want to do, but, in 1944, my path led to the newly-created U.S. Merchant Marine Academy (USMMA) in Kings Point, New York. After graduation, I served as a deck officer on a merchant ship and made several crossings across the ocean delivering vital supplies to hot spots like Guadalcanal. Thanks to Navy escorts, we were less vulnerable to German submarine attacks, but at the beginning of the war, unaccompanied merchant ships

were stalked relentlessly. We were sitting ducks, and hundreds died terrible deaths as a result. We not only feared what lurked beneath, we had to constantly look to the skies. My cousin was killed on a merchant ship outside the Philippines by a Japanese kamikaze plane. Even if a mariner survived a torpedo or kamikaze, he often found himself treading water in gale force winds while dodging fires, sharks and enemy strafing from above.

The toll on the Merchant Marine was devastating. More than 8,300 of my fellow mariners were killed at sea during WWII. Another 12,000 were wounded and 1,100 of these died of their wounds. Six hundred sixty-three were taken prisoner. More than 1,500 ships were sunk by mines, torpedoes and bombs, including 733 of the largest vessels. Countless others were damaged.

I was lucky. During my time at sea, which began as the war neared its end, it turned out that my biggest risk was the ocean version of a multi-car pile-up. Our convoys were so tight, we often collided with other U.S. ships. I served in the Korean War and went on to spend a career in commercial shipping. Part of me

is still disheartened that the merchant mariners, who served so valiantly with such great loss of life, were forgotten after the war ended in 1945. We weren't eligible for the G.I. Bill and not considered veterans by Uncle Sam until the 1980s.

Today, we have a professional class of merchant mariners, many of whom trained at USMMA where all graduates commit to serve the nation in times of war. I pray these young men and women never see the horrors of war, but it is good to know they are ready to serve when called.

I am 96 years old and am proud of my service in both wars. I am thankful I survived when so many of my brother mariners were sent to watery graves. To our President, to our Democrats and Republicans in Congress, thank you for honoring us. There aren't too many of us left, but please know we are so moved that, after 75 long years, the nation remembers.

Editor Note: Burt Shearer is a 1944 graduate of the U.S. Merchant Marine Academy and lives on Mercer Island, Washington. The above article first appeared in The Maritime Executive on April 7, 2020. It is reprinted with permission from Burt Shearer and The Maritime Executive

The Find of a Lifetime

On 10 May 1943 Congress enacted H. R. 2281, "AN ACT To provide for the issuance of devices in recognition of the services of merchant sailors." The Act authorized the War Shipping Administration to provide and issue insignias, medals and ribbons of appropriate design to any person who, at any time during the period beginning December 7, 1941, and ending with the termination of the present war, serves on any vessel in the American merchant marine. These included awards to persons who served on any vessel in the American merchant marine while sailing in any war or combat zone or was wounded, suffered physical injury, or suffered through dangerous exposure as a result of an act of an enemy of the United States. The Act also authorized a combat honor bar to any person who served on any vessel in the American merchant marine which was attacked or damaged by an instrument of war. A star was to be attached to such bar if the merchant mariner was forced to abandon such vessel.

In March 2020, Captain John Dudley was at an auction in Maryland and found a framed exhibit of World War II Merchant Marine service award cards and ribbons along with a note of appreciation from President Truman. The awards are all for the same sailor, Robert M. Perkins. It appears that the only award Seaman Perkins did not receive was the Wounded in Action bar.



Framed exhibit of World War II Merchant Marine service award cards and ribbons

PHOTO BY CAPTAIN JOHN DUDLEY

Nine Duties of the Ship Master

Part 3: Review of the International Law of the Shipmaster, 2d



Exclusive for CAMM Members
By John A. Cartner
CAMM #2574

§ 1.1.20 Abbott's Hypothesis.

In 1802 Charles Abbott (1762-1832), later Chief Justice of the King's Bench and Lord Tenterden, wrote, "It is impossible to frame any set of general rules adapted to enforce the performance of the civil obligations¹ of a [commander. . .]."² This statement occurred because no enumerable, exhaustive and reasonably mutually exclusive duties and related functions of the shipmaster had been identified and categorized. Abbott, a common lawyer of the Middle Temple, was unable to induce and then articulate them from the common law, as then understood. As Lord Esher said, "A man is entitled to be as negligent as he pleases toward the whole world if he owes no duty³ to them."⁴ Duty, within the office of the sea-going commander, has been found by the courts on the empirical evidences of duty and its negative neglect and hence has been ad hoc to the facts of any one case and its precedent cases and has relied on the collective empiricism of the common law, some summaries and refinements in statute law and regulation, private law and trade practices. Using duty arising from the office one can come to the duties to people, places, things and processes of the commander in his office

which are encompassed by the current private law and public law. This is asked: what must the shipmaster do? To whom or what is the shipmaster liable? The answers are presented in the contexts of duties of his or her office. The assumption is that the shipmaster is liable to the owner in contract and that the shipmaster must act according to contract and by presumption the public law. Hence duty and the doing of it are the focus here, not necessarily the broader scope of civil liability, although civil liability as a more generalized matter is discussed as necessary.

§ 1.1.21. Abbott's Hypothesis Rejected.

The rejection⁵ of Abbott's hypothesis here-in has been occasioned by the order which has been brought to maritime law since World War II. Further, the current technological capability to "find law" and to compare it allows one to digitally and readily discern the grains of the law in much greater detail than the pioneering Abbott's discerning by its grosser analog measures two centuries ago. Indeed,



Chief Justice of the King's Bench, Lord Tenterden (1818-1832) In 1802 he wrote that "It is impossible to frame any set of general rules adapted to enforce the performance of the civil obligations of a [commander. . .]."

PHOTO SOURCE PUBLIC DOMAIN VIA WIKIMEDIA COMMONS

the order and technology have produced the analyses leading to this book. The commander's legal duties and functions bound the structural core of the book and operationally negate Abbott's hypothesis. To appreciate the negation, it is helpful to understand the commander and his precedent and concurrent office and legal capacities and statuses, the law and the



vessel. These are necessary conditions to stating his or her nine principal legal duties in principle and their comprised functions in context. These duties and functions include all his or her pertinent or relevant public and private relationships. A general background in various other parts of the law, including the general maritime law⁶, is helpful. See a survey and sources of apposite international laws; their expressions in domestic⁷ laws; jurisdiction; citations of domestic laws regulating the licensed master and appointed shipmaster; and a comparison of laws regulating the commander by state⁸ and the bibliography herein.

§ 1.1.22. Defining Words.

A part of Abbott's challenge was a lack of clear distinction, at the time, in law -- or lack of it -- among a natural person as an aspirant to command, the same natural person who becomes technically certified by the registry state and therefore an artificial or legal person, the same legal person who then is licensed to command vessels registered in the foreign trade who becomes thereby another artificial or legal person, and then the appointed shipmaster who is made commander by the owner and becomes yet another artificial or legal person.⁹ The mechanisms to command were not present in Abbott's day. The current mechanisms tend to order the law and to integrate its public parts and private parts as to the commander. The legal persons occupy the office of the commander and from that office duties flow to those owed them.

§ 1.1.23. Beware of March Hares¹⁰ in the Maritime Endeavor.

The commander's calling can only easily be read nowadays by reliable and consistent language usage.¹¹ It is important to distinguish among parties, the vessel commanded, and their various roles in law. Simply put, words¹² must be used properly and consistently. The seagoing business – whether commercial or naval

– requires especially exacting language which is often apparently altumal or merely quaint to the modern eye. This is confusing at times to anointed as well as lay¹³; many words peculiar to the maritime endeavor have been blessed by juristic word and sign over many centuries, and more sessions, and by custom. Many say one thing and mean another. To further gild refined gold, to paint the lily,¹⁴ the Swiss philosopher Ferdinand

"Then you should say what you mean, the March Hare went on. I do, Alice hastily replied; at least—at least I mean what I say—that's the same thing, you know. Not the same thing a bit!" Simply put, words must be used properly and consistently."

de Saussure (1857 - 1913) proposed in 1916¹⁵ (posthumously) the notion that language guides behavior and not the other way around¹⁶, a quirky way of thinking at the time and not intuitive then – and with some, now. The words describing the commander¹⁷ here are of greater import than idle etiquette. The distinctions in nominative words become linguistic conditions precedent to analyzing the first principle legal duty of the commander to himself, discussed in Ch. 2. Insofar as practicable maritime technical words are used consistently throughout the book. Precision is necessary in a multivariate business all intersecting all the time in a far more subtle fashion than meets the casual eye and which requires precise language not to disturb the understanding of the real processes going on.

§ 1.1.24. The Short, Accurate Reply to Abbott.

The book thus identifies nine enumerable, describable, interactive and



Beware of March Hares. Above, The March Hare from Alice in Wonderland

PHOTO SOURCE PUBLIC DOMAIN VIA WIKIMEDIA COMMONS

exhaustive command duties inferable from the common law, the statute laws of states, the international Conventions which states incorporate in their domestic laws, the regulations arising from the statute laws and the private rules provided by the contracting owner for the commander's services and the commentary. The nine duties are isomorphically contained in eponymous chapters along with their associable and interactive functions. Both the duties and the functions are in turn interactive within themselves and within the nine duties.

Nine Duties of the Ship Master

§ 1.1.24.1. Nine Duties.

The nine duties in principle of the commander which may be actionable in their breaches are:

- (1) Duty to self is the foundational and most important of the duties; the duty is relevant to fitness to command.

Continued next page >>>

Nine Duties >>> Cont'd from page 29

(2) Duty to Minimize Risk is the second most important of the duties and wholly interactive with the Duty to Self and then with all other duties and arises in each decision of the shipmaster.

(3) Duty to public authority including the registry state of the vessel, the port states upon which he calls and the coastal states which he transits and states to which he owes his or her existence as licensed master in law; and the states of the commander's personal jurisdiction for taxation, citizenship, naturalization, conscription, interstate travel, domicile or residency.

(4) Duty to private authority including the vessel owner and third parties. The owner, usually corporate, is the private authority which activates the command privilege of the licensee.

(5) Duty to the cargo is directly related to cargo, charter parties, bills of lading and other cargo-related matters including customs and excise control of contraband and dangerous or hazardous cargoes as well as their principals contracted with the owner within the Duty to Public Authority and the Duty to Private Authority.

(6) Duty to the lives under the commander's dominion, control and purview. Lives include (1) those to whom a duty of rescue is incumbent in the master: castaways, refugees and migrants distressed at sea, survivors of shipwreck or sinking or capsizing or fire or explosion or belligerent actions; (2) employees or contracted persons necessary to the operations of the vessel; (3) labour of the crew and riding gangs; (4) invitees, guests, necessary

men aboard or taken aboard; (5) lives ashore under various statutes including stevedores and longshoremen; (6) observers and trainees, officers, passengers, pilots and consultants, port captains and port engineers and port stewards, state-authorized boarders, supercargoes, technicians, workaways; and (7) those unlawfully present or attempting to be such as pirates or terrorists or unlawful boarders or attempted boarders, stowaways, trespassers, absconders; and (8) other lives statutorily or contractually defined or in the dominion and control of the commander.

There are "Nine duties ... of the commander which may be actionable in their breaches."

- (7) Duty to the vessel and other vessels and proximate objects afloat or attached to the bottom or shore the vessel which contains that which is humanly dear – lives and their sustenance -- and cargo as well as the vessel itself.
- (8) Duty to the voyage the principal process requiring the vessel, cargo, lives aboard and the owner and commander and the kinetic reification of the maritime venture.
- (9) Duty to the environment.

§ 1.1.24.2. Functions of the Nine Duties.

The functions are integrated with and pervade all the duties. However, because of similarities of terms, which require definition, some are relatable best to per-

sonal characteristics of the shipmaster, some to his agency functions and some to his fiduciary obligations. All carry over and build from personal characteristics of the natural person to agency functions to fiduciary functions so the set of characteristics and are not mutually exclusive.

(1) Functions and characteristics of the shipmaster as fiduciary are loyalty; fair dealing; due care; good faith; obedience; accounting; no personal-principal economic conflicts.

(2) Functions and characteristics of the shipmaster personally are honesty in fact, transactional transparency, prudence, due care, due diligence; fidelity; management; communication, risk aversion.

(3) Functions of the characteristics of the shipmaster as private and public agent are contractual or official performance which is duly diligent; prudence; duly careful; communicative; faithful; managed; transactional transparent.

These duties and functions are not new standards for the commander. They have been expressed immemorially. They are not Platonic¹⁸ shadows eerily cast on the cave wall by the background fires imitating a rough approximation of idealized life. They are but time-tested and well-understood guides founded on four millennia of empirical observation of command expression and law. They are applicable to the current maritime state but must be used with caution regressively and of necessity contextually within the times in reconstructing retroactively.



Footnotes:

- 1) Abbott chose his words carefully. An obligation is the legal relationship between two persons, one of whom can take judicial legal or equitable action to compel the other to do or not do a certain act. It includes the right of one and the duty of the other. It usually emphasizes the right then the duty. Duty is emphasized here largely as a matter of maritime custom which emphasizes duty rather than right. An obligation civil is a statutory obligation recognized in the *jus civil*.
- 2) Charles Abbott, *TREATISE OF THE LAW RELATIVE TO MERCHANT SHIPS AND SEAMEN*, 1802 at 113. The author is privileged to be a steward of a first copy for his generation.
- 3) By dint of office, compared with liability arising from contract or debt.
- 4) *Le Lievre and Another v Gould* [1893] 1 QB 491; See *Winterbottom v. Wright* (1842) 10 M&W 109; 152 all ER 402; *Heaven v. Pender* [1883] 11 QBD 503. See commentary in Simon Daniels, *CORPORATE MANSLAUGHTER IN THE MARITIME AND AVIATION INDUSTRIES* (2017) at 32-33.
- 5) This is the same thing as saying that the proposition: $H_0 \neq [\text{all duties}]$. However, $H = [\text{all duties}]$, therefore H_0 is rejectable in acceptance, *pro tempore*. It is relatable to operational definition: the articulation of operationalization defining the terms of a process or a set of validation tests and the expected outcomes needed to determine the existence of a variable and its properties. The degree of operationalization can vary and can result in a varying operational definition.
- 6) It is beyond the scope of this book to survey the maritime law of which there are various well-written and useful texts. See bibliography.
- 7) Domestic law is the term of art currently for what was called municipal law.
- 8) In John A.C. Cartner, et al., (2009), Pt. III, *The Principal Domestic Laws Governing the Shipmaster in the States of the United Nations and the International Maritime Organization* 237-712.
- 9) His statement was well before the time of public licensing of masters, a matter brought on by technological change in propulsion engineering and their combinations with ferrous hulls as impelled by the insurance sector.
- 10) Charles Lutwidge Dodgson, nom de plume Lewis Carroll, *ALICE'S ADVENTURES IN WONDERLAND* (1865) Macmillan. The March Hare and Alice: "Then you should say what you mean, the March Hare went on. I do, Alice hastily replied; at least—at least I mean what I say—that's the same thing, you know. Not the same thing a bit!"
- 11) Sometimes with awkwardness to avoid ambiguity.
- 12) Many such words are misused by those in the business and the laity causing substantial confusion in the literature. The commercial and maritime terms may be medieval but they have the utility of quickly expressing a complex system with many parts. It is unwise to try to substitute intuitively understandable modern terms with colloquial meaning for similar – or sometimes identically spelt – ancient words in continual use.
- 13) And all too often in the trade press. Various reports of containers or seafarers or vessels being "stranded" made trade and popular press after several Han Jin vessels were not cleared after the company's bankruptcy in 2016. See, e.g., "Hanjin's Bankruptcy Almost Starved This Stranded Ship Crew", <http://fortune.com/2016/10/28/hanjin-bankruptcy-starved-stranded-ship-crew-vancouver/> and the venerable *Journal of Commerce* "US judge urged to pressure Hanjin to detail stranded cargo, equipment", <https://www.joc.com/2016/10/15/US-judge-urged-Hanjin-detail-stranded-car> go- equipment. Stranded vessels are aground on a strand of reef, long and slender obstructions perpendicular to the vessel with water under each end of her. It is hard to imagine a vessel in the dock or a container in that state. Vessels (and others) are often said to "flounder" when in distress, a usage which is incorrect on the part of the vessel and the fish and always brings chuckles to the maritime cognoscenti or the merely literate. Flounders are any of two families of fishes, the right-eyed Pleuronectidae and the left-eyed Bothidae, of a large subclass made of many species of flat bottom-dwellers. It is equally hard to imagine a vessel in the act of floundering unless fishing for them.
- 14) Wm. Shakespeare (1595) *King John*, iv, 2
- 15) Ferdinand de Saussure, *COURS DE LINGUISTIQUE GÉNÉRAL* [1916].
- 16) A phenomenon readily apparent in today's mass media; inciteful language; political debate; suasive discourse and the like.
- 17) The commander's lot is to be between higher authority which gives him the powers of his office and those subordinate in those powers to him. Private authority refers to a person or private entity with dominion and control over another. Public authority refers to a state with laws having dominion and control over persons, places and things. Private agent refers to a person or entity owing duties in contract to private authority. Public agent refers to a person or entity owing duties by law to public authority. Third party refers to a person or entity not the public or private authority or the agent of either who may by law or contract change the legal relationship authority and the third party by the agent's acts.
- 18) Plato, *Republic* (514a–520a).

IFSMA Report from Winter Meeting



by Captain
Cal Hunziker -
CAMM #2457

Captains, I am pleased to report that during the height of the pandemic, the wheels of the IMO and therefore IFSMA, continued to turn during the first quarter. There have been electronic meetings, most dealing with COVID-19 and its impact on

maritime shipping. There is a special committee called the COVID-19 Industry Group comprised of shipowners, and non-governmental organizations (NOG) that meet weekly. They discuss the impact of COVID-19 on the crews of the vessels plying the oceans and how to keep ocean commerce moving to ensure that the world's people are fed and industries are supplied with needed materials.

This group has worked tirelessly to keep IMO informed of the condition of crews and their efforts to get crews relief. Many crew members on freighters, tankers, and bulk ships, are sailing months beyond their contracts. There are scattered reports of crewmembers jumping overboard, as well as reports of crew being denied medical attention when stricken with illness or injury while underway.

On May 5, 2020, the IMO issued a letter to all member states, the United Nations, and specialized agencies, intergovernmental organizations, nongovernmental organizations in consultative status with IMO. The subject of this letter was coronavirus (COVID-19). IMO recommended a framework of protocol for ensuring safe ship crew changes and travel during the COVID-19 pandemic.

The letter begins by stating: The Secretary General is aware of the significant challenges being faced by the global shipping industry to effect changes as a result of the COVID-19 outbreak. Due to ongoing COVID-19 restrictions, large numbers of seafarers are having to extend their service on board ships after many months at sea, unable to be replaced after long tours of duty or be repatriated via aircraft to their home countries. Shipping is vital to the maintenance of global supply chain, but the current situation is unsustainable for the safety and well-being of ship crew and the safe operation of maritime trade. Each month about 150,000 seafarers need to be changed over to and from the ships which they operate to ensure compliance with international airtime regulations for ensuring safety, crew health and welfare, and the prevention of fatigue.

The Secretary General refers to IMO circular letter number 4204/ADD.6, issued 27 March 2020, which contains inter alia, recommendations to member states about measures to facilitate ship crew changes in seaports during the COVID-19 pandemic.

Expanding on these recommendations, the Secretary General has received a recommended framework of protocols for ensuring safe crew changes and travel during the COVID-19 pandemic. The recommendations were proposed by a broad cross-section of global industry associations consulting with the organization representing the Maritime transportation center.

The Secretary General supports these protocols and urges their implementation. Member states and international organizations are invited to make use of the Annex framework and to disseminate it among relevant national authorities with responsibility, inter alia, for maritime issues, health, customs, immigration, border control, sea-

port and civil aviation authorities; and to liaise with the relevant national authorities with respect to the use and implementation of this framework, as appropriate. The full body of this circular can be found at the IMO or the IFSMA website.

On May 11, the Executive Committee of IFSMA held an extraordinary meeting to discuss an open letter from IFSMA to all governments worldwide strongly urging them to adopt the recommended framework of protocols for ensuring safe ship crew changes and travel during the COVID-19 pandemic without any further delay to allow shipowners and management companies to change over their dangerously tired crews. IFSMA's letter said that government must act now in order to avoid personnel injury and mental breakdown of seafarers, and avoid significantly increase risk of accidents, and the consequential danger to life and damage to the environment. The entirety of the letter follows.



For more information about IFSMA check out their newsletter(s) <https://www.ifsma.org/newsletters.html>.



AN OPEN LETTER TO GOVERNMENTS

An urgent call from Shipmasters

Has the Merchant Shipping industry and its seafarers been forgotten?

The International Federation of Shipmasters' Associations (IFSMA) [see: www.ifsma.org] was established in 1974 to uphold International Standards of Professional Competence for Shipmasters and Seafarers.

IFSMA is a federation with a policy to ensure Safe Operational Practices, Preservation from Human Injury, Protection of the Marine Environment and Safety of Life and Property at Sea.

In 1975, IFSMA was granted Consultative Status as a non-governmental, apolitical organisation at the International Maritime Organization (IMO) which enables it to represent the views and protect the interests of the world's serving Shipmasters unfettered and unfiltered by others.

Unprecedented times

These are indeed unprecedented times and the maritime industry has been dealt a very serious strategic shock as nations around the world have closed their borders and stopped the free flow of traffic and people. We are in very rough seas and it is wreaking havoc across the industry with very serious consequences. IFSMA very much appreciates the significant work and leadership put in by the IMO, the International Chamber of Shipping (ICS) and the International Transport Workers Federation (ITF), supported by others, as we all try to find ways to calm the seas and to return to some form of (new) normality for our seafarers.

In a joint open letter from the ICS and ITF on the 7 April 2020, entitled "Message To G20 Leaders and Ministers on Facilitating Essential Movement of Seafarers and Marine Personnel" they quoted key statements made by the G20 trade and investment ministers from their meeting on the 30th March highlighting that they would ensure the smooth and continued operation of the logistics networks that serve as the backbone of global supply chains. They further stated they would explore ways for logistics networks via air, sea and land freight to remain open. Despite this, it appears that little has been done by the G20 and Governments to find ways to make this happen, despite the continued efforts of the Secretary General of the IMO, Mr Kitack Lim. Has the merchant shipping industry and its seafarers been forgotten?

Today there are over 96,000 vessels and more than 1.65 million seafarers at sea around the world ensuring the movement of 95% of the world's trade and critical goods arrive where they are needed to supply our demanding populations. Most of these seafarers are serving at sea for between 8 and 12 months, working for 7 days and up to 91 hours each and every week.

They have been designated by the IMO, ILO, G20 and most Governments as "Key Workers" in this critical time and yet, because of the pandemic and the worldwide restrictions on the movement of people, shipowners and management companies are facing significant immovable barriers, put in place by governments, in trying to changeover their crews leaving many seafarers significantly overrunning the original length of the terms of their contract of employment.

Indeed, increasing numbers of seafarers are several months over their contracted times and have been at sea for up to 15 months. Currently, it is estimated that there are in excess of 150,000 seafarers at sea, or in ports around the world that are in urgent need of being relieved by refreshed crew. This number will only increase week by week unless Governments act to allow crew changes to take place.

Seafarers contracts vary in length across the industry, but the ILO's Maritime Labour Convention stipulates a minimum of 2.5 days holiday for each month served at sea which has to be taken within any one year. Many of our Seafarers are now suffering from fatigue, not only from the excessive length of time they have spent at sea, but also with the additional stress they are under from worrying about their family and relatives at home and the effect the pandemic is having on them – not all seafarers have access to the internet at sea and ports as pandemic regulations forbid seafarers accessing facilities ashore, even for acute medical emergency reasons. It must be remembered that the pandemic is not "Force Majeure", shipmasters and their crews remain subject to normal contractual conditions and in accordance with the ILO's Maritime Labour Convention

Under international maritime regulations the shipowner/company shall ensure that their ships are manned with personnel that are medically fit and fit for duty. The shipmaster is responsible for the welfare and wellbeing of the crew on board and shall ensure that they are not exposed to conditions that could risk their health and safety. With a crew that is suffering from fatigue, ships are running a much higher level of risk in what is already a high risk profession. When errors are made on board ships it

Continued next page >>>

IFSMA Letter >>> Cont'd from page33

is often the shipmaster that is held responsible. Shipmasters have been forced into a situation which is not of their making and they feel pressurized to remain at sea for the safety of their crew. However, it is that very pressure and fatigue that is bearing down on them and that increases the risk of an accident occurring and significantly increases the risk of them being criminalized by the courts ashore and the loss of their livelihoods.

Following significant concerns from the maritime industry, the IMO issued Circular Letter No.4204/Add.14 of 5 May 2020 to all IMO Member States, United Nations and specialized agencies, intergovernmental organizations and non-governmental organizations in consultative status with IMO. In this, the Secretary-General refers to IMO Circular Letter No.4204/Add.6 of 27 March 2020 which contains, *inter alia*, recommendations to Member States about measures to facilitate ship crew changes in seaports during the coronavirus (COVID-19) pandemic.

The IMO Secretary General also stated that he had received a Recommended framework of protocols for ensuring safe ship crew changes and travel during the coronavirus (COVID-19) pandemic, proposed by a broad cross section of global industry associations in consultative status with the Organization representing the maritime transportation sector, as follows: ICS, IAPH, BIMCO, IFSMA, INTERTANKO, P&I Clubs, CLIA, INTERCARGO, InterManager, IPTA, IMCA,

INTERFERRY, FONASBA, ITF and WSC; and which also take account of input from the International Air Transport Association (IATA).

The Circular continued with "The Secretary-General supports these protocols and urges their implementation. Member States and international organizations are invited to make use of the annexed Framework and to disseminate it among relevant national authorities with responsibility, *inter alia*, for maritime issues, health, customs, immigration, border control, seaport and civil aviation authorities; and to liaise with relevant national authorities with respect to the use and implementation of this Framework, as appropriate."

Concern at IFSMA

IFSMA is receiving an increased number of reports from its member associations around the world whose shipmasters are concerned for the welfare and safety of their crews, and themselves, and the increased level of risk with which they are operating in an already high risk environment. Seafarers are feeling let down and abandoned by their Governments.

Call to governments

IFSMA therefore very strongly urges all Governments to adopt the "Recommended framework of protocols for ensuring safe ship crew changes and travel during the coronavirus (COVID-19) pandemic" without any further delay to allow shipowners and management companies to change over their dangerously tired crews. Governments must act now in order to avoid personal injury and mental breakdown of seafarers and avoid the significantly increased risk of accidents and the consequential danger to life and damage to the environment.

Global Tank Container fleet reaches 652,350 Units

ITCO, the International Tank Container Organisation, has published its 8th Annual Tank Container Fleet Survey. This year's survey estimates that, as at 1 January 2020, the global tank container fleet had reached 652,350 units worldwide, compared to the figure of 604,700 on 1 January 2019, a year-on-year growth of 7.88%.

The survey shows how, numerically, the industry continues to be dominated on a global level by a relatively small number of major tank container operators and leasing companies. The top ten



Tank containers in Rotterdam

PHOTO BY GERD FAHRENHORST VIA WIKIMEDIA COMMONS. FILE IS LICENSED UNDER THE CREATIVE COMMONS ATTRIBUTION 4.0 INTERNATIONAL

Opening Up the Northern Sea Route

Passage through northern shipping routes and Arctic waters has received a boost following the doubling of the connectivity speed of the Iridium Certus™ network. The fast L-Band satellite network speed may help in opening up the northern sea route through the Arctic. This was reported by maritime communications specialist IEC Telecom from Norway on 23 March.

As the shortest sea route between Europe and the Asia-Pacific region, the Northern Sea Route holds immense potential to compete with conventional trade passages. There has been a significant increase in maritime traffic across the main transport corridors in the Arctic, Northern Sea Route in the Russian Federation, the Northwest Passage in Canada as well as the Arctic Bridge from Canada to Europe. It has been reported that in the Canadian Arctic, traffic tripled between 1990 and 2015. Moreover, cargo volume in the Northern Sea Route increased by 40% between 2016 and 2017.

With the Iridium Certus™ 700 service becoming commercially available at speeds of 700 kbps, said to be the fastest L-band speed in the industry, Iridium's network with pole-to-pole coverage can only serve to further unlock new opportunities for fleets operating in northern waters. Fishing fleets, commercial ships, and other vessels transiting Arctic waters can benefit from enhanced connectivity in these remote and potentially hazardous waters. Many of IEC Telecom's clients operating in the Northern Sea region have recently switched to the Iridium Certus service.

"Vessels operating in this region require robust solutions that can be relied upon under harsh weather conditions. Iridium Certus is the only global network able to meet these requirements. With this new speed northern operators can share greater levels of data with their shore offices, avail VOIP calls, and access faster email exchange," said Alf Stian Mauritz, Managing Director, IEC Telecom Norway.

It is understood that Iridium Certus™ 700 will also be beneficial to the oil and gas sector, which has been expanding in the Arctic region. With more than 40 billion barrels of oil produced over the past 40 years and 184 active rigs in 2018, the industry is increasingly focus-

ing on innovative ways to reduce costs with sustainable practices. Satellite-based technologies are excellent drivers of operational efficiency with optimized navigation, decreased fuel consumption, and better crew welfare options.

Upgrading to Iridium Certus™ 700 requires no new hardware for existing users.

"As an Iridium Master Distributor, not only does IEC Telecom offer its customers the expertise required to transition to this service, we also provide a completely compatible network management solution, OneGate," added Mauritz. "With our technical support services, customers get better visibility over their remote satellite assets. Such solutions can help operators in the Northern region enhance their crew welfare options, access reliable cyber security and filtration, and even customize cloud-based features."

Powered by a sophisticated global constellation of 66 cross-linked Low-Earth Orbit (LEO) satellites, the Iridium® network provides high-quality voice and data



Northern Sea Routes

connections, enabling partner companies such as IEC Telecom to deliver an innovative and rich portfolio of reliable solutions across the globe. When Iridium completed its constellation upgrade in early 2019, it replaced all its satellites and upgraded the supporting ground infrastructure. This enabled the launch of Iridium Certus®, a multi-service platform that delivers specialty broadband services. At only 780 kilometers from the Earth, the proximity of Iridium's LEO network means a shorter transmission path, stronger signals, lower latency, and shorter registration time than GEO satellites. Each Iridium satellite is linked with up to four others, creating a dynamic network that routes traffic among its satellites to ensure global coverage, even where traditional local systems are unavailable.

IEC Telecom's strategic partnership with Iridium further strengthens its commitment to delivering connectivity services no matter where its customers are located.



J
IMO 4 April 2020

Seafarers and Climate Change Are Key Issues at IMO Virtual Meeting

The challenges faced by seafarers during the COVID-19 pandemic and the need to keep on track with IMO's work to combat climate change were two key issues highlighted during a virtual meeting organized by IMO (23 April), to brief permanent representatives and liaison officers from

78 IMO Member

States and one Associate Member. IMO Secretary-General Kitack Lim thanked Member States for detailing their arrangements to address the fallout of the pandemic, in particular concerning extending seafarers' certificates, in notices that are made available on the IMO website. He highlighted the need for seafarers to be designated as keyworkers and appealed to all permanent representatives and liaison officers to convey this message to their governments. Seafarers, he said, are beneficial to the smooth operation of shipping and enable the industry to support the global supply chain.

A priority list about the development of a proposal on rescheduling IMO meetings, that have been postponed due to the COVID-19 pandemic, was drawn up. The list will be considered by the 32nd extraordinary session of the Council. The proposal gives priority to a regular session of the IMO Council, followed by meetings of the Marine Environment Protection Committee (MEPC) - which will be preceded by the 7th meeting of the Intercessional Working Group on Reduction of GHG Emissions from Ships - and to the Maritime Safety Committee (MSC). Resuming physical meetings will depend on guidance from the World

Health Organization (WHO) and UK Government guidance as well as the national situation of IMO Member States.

This priority on the MEPC and GHG working group highlighted IMO's continued commitment to moving forward with combating climate change, without undue delay, Mr. Lim said. The meeting was also informed that the 4th IMO GHG study, which will provide data on GHG emission from ships up to 2018 and future projections, is on schedule to be completed by late 2020.

The participants were briefed on COVID-19 related technical guidance

that IMO has issued (Circular Letter no. 4204 and addenda) to address the fall-out from the pandemic. This following requests from Member States for uniform recommendations on how to address certain issues. These include joint statements with other UN agencies as well as guidance issued by the shipping industry, to ensure global distribution of such information. They were also informed that the Secretary-General has established a Seafarer Crisis Team, continuously providing world-wide assistance to seafarers in individual cases.

IMO and Port State Inspection Set Pragmatic Approach

The port state control (PSC) regimes which carry out inspections onboard ships to monitor and enforce compliance with international regulations have highlighted their commitment to ensuring shipping continues to trade safely, securely and efficiently during the corona virus pandemic, while respecting the important role of seafarers as key workers and protecting the environment..

Representatives of the ten PSC regimes which cover the world's oceans met on 8 April in an online video meeting called by the IMO. PSC regimes reported that while the number of physical on-board ship inspections has been reduced considerably, in order to protect Port State Control officers and seafarers, the regimes continue to work to target high-risk ships which may be substandard.

Regimes reported taking a "pragmatic, practical and flexible" approach, recognizing that exemptions, waivers and extensions to certificates have been granted by many flag states. The PSC regimes expressed a general desire for such practices to be standardized and harmonized. They agreed on the need to work together to develop harmonized port state control practices and policies to ensure a consistent approach across the world and welcomed the coordinating role of IMO. Many IMO Member States, as flag States, have communicated information to IMO on their guidance in relation to certificate extensions and related matters.

IMO Secretary-General Kitack Lim reiterated his message that the maritime industry continues to be a vital artery for the global economy and emphasized the need to work collaboratively to address practical issues caused by the unprecedented global situation. In a joint statement, the port state control regimes and IMO highlighted the unprecedented impact of the COVID-19 crisis and recognized the need to maintain crucial sea trade supply chains, including the flow of vital medical supplies, critical agricultural products, and other goods.

This was reported by the IMO Media service

Crew Changeovers Urgently Needed to Ensure Safe Flow of Commerce by Sea

The need for crew changeovers to take place is of the utmost urgency, IMO Secretary-General Kitack Lim and shipping industry representatives agreed, during a virtual IMO-industry meeting hosted by IMO on 30 April. Many seafarers on board ships (and personnel in the offshore industry) have been on enforced extended contracts during the COVID-19 pandemic, with restrictions on travel making it difficult for crew to leave ships and for new crew to join ships. These extended stays on board could have significant repercussions for crew well-being as well as for ship operations, several NGOs said.

Representatives of the International Chamber of Shipping (ICS) and the International Transport Workers' Federation (ITF) highlighted their work in leading a call for "hub" airports and seaports to be established, so that crew changes could take place more easily. Work is ongoing with governments, port authorities, health authorities and others to develop protocols for crew changes and crew movements. ICS said they estimated that 150,000 seafarers were trapped at sea and needed to change over as soon as possible.

IMO Secretary-General Lim and industry representatives highlighted their appreciation for seafarers working on the front line to keep trade of essential goods flowing during the pandemic. They reiterated the need for seafarers, port workers and related personnel to be designated as key workers. The meeting was updated on ongoing collaborative work underway to address specific issues during the pandemic. IMO has been working with other UN agencies and bodies to issue joint guid-



ance and statements, and to disseminate communications received from Member States detailing their arrangements for issues such as certificate extensions. These are available on the IMO website.

The International Association of Classification Societies (IACS) highlighted the efforts of IACS member surveyors to continue to certify ships for compliance with international treaty and class requirements, sometimes using techniques such as remote surveying where this was feasible. When surveyors do go on board, provision of personal protective equipment is critical.

There are legal questions over what happens when or if extensions of certificates need to go beyond the three months permitted extension in exceptional circumstances provided for under IMO treaties. The IMO Secretariat noted that this issue was under active consideration.

NGOs were invited to submit their views and updates on survey and certification, seafarer changeover and other concerns, including the prioritization and rescheduling of IMO meetings to the forthcoming thirty-second Extraordinary

Session of the IMO Council, which is being held by correspondence from May to mid-July.

IMO Secretary-General Lim pledged to continue to collaborate and cooperate - including diplomatic consultations with Member States - to tackle the challenges caused by the COVID-19 pandemic, in particular to address the issues faced by seafarers. The virtual roundtable meeting with the shipping industry was held on 30 April. It was attended by IMO Secretary-General Kitack Lim and IMO Directors, and

heads or representatives from the following NGOs in consultative status with IMO: BIMCO; Cruise Lines International Association (CLIA); International Association of Classification Societies (IACS); International Association of Ports and Harbours (IAPH); International Chamber of Shipping (ICS); International Federation of Shipmasters' Associations (IFSMA); International Marine Contractors Association (IMCA); International Association of Dry Cargo Shipowners (INTERCARGO); INTERFERRY; International Association of Independent Tanker Owners (INTERTANKO); International Parcel Tanker Association (IPTA); International Transport Workers Federation (ITF); Oil Companies International Marine Forum (OCIMF); World Shipping Council (WSC).



Dedicated to supporting and strengthening the position of American Master Mariner



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.



Join Forces with America's Master Mariners

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

CAMM's issues are your issues

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

CAMM advances the professional profile of our industry

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

CAMM builds partnerships

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

Representation at IMO through IFSMA

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

CAMM is on your side

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

CAMM supports maritime education

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

Apply at www.mastermariner.org/membership

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



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: _____

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

Present Occupation:

- At Sea: Position: _____ Vessel: _____ Company: _____
 Ashore: Position: _____ Vessel: _____ Company: _____
 Retired: Position: _____ Date: _____ Company: _____
 Cadet: 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"/>
				<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 buoy)	License Issuing Authority	R	S
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>

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., Chair Membership Committee, 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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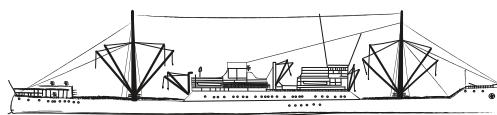
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