

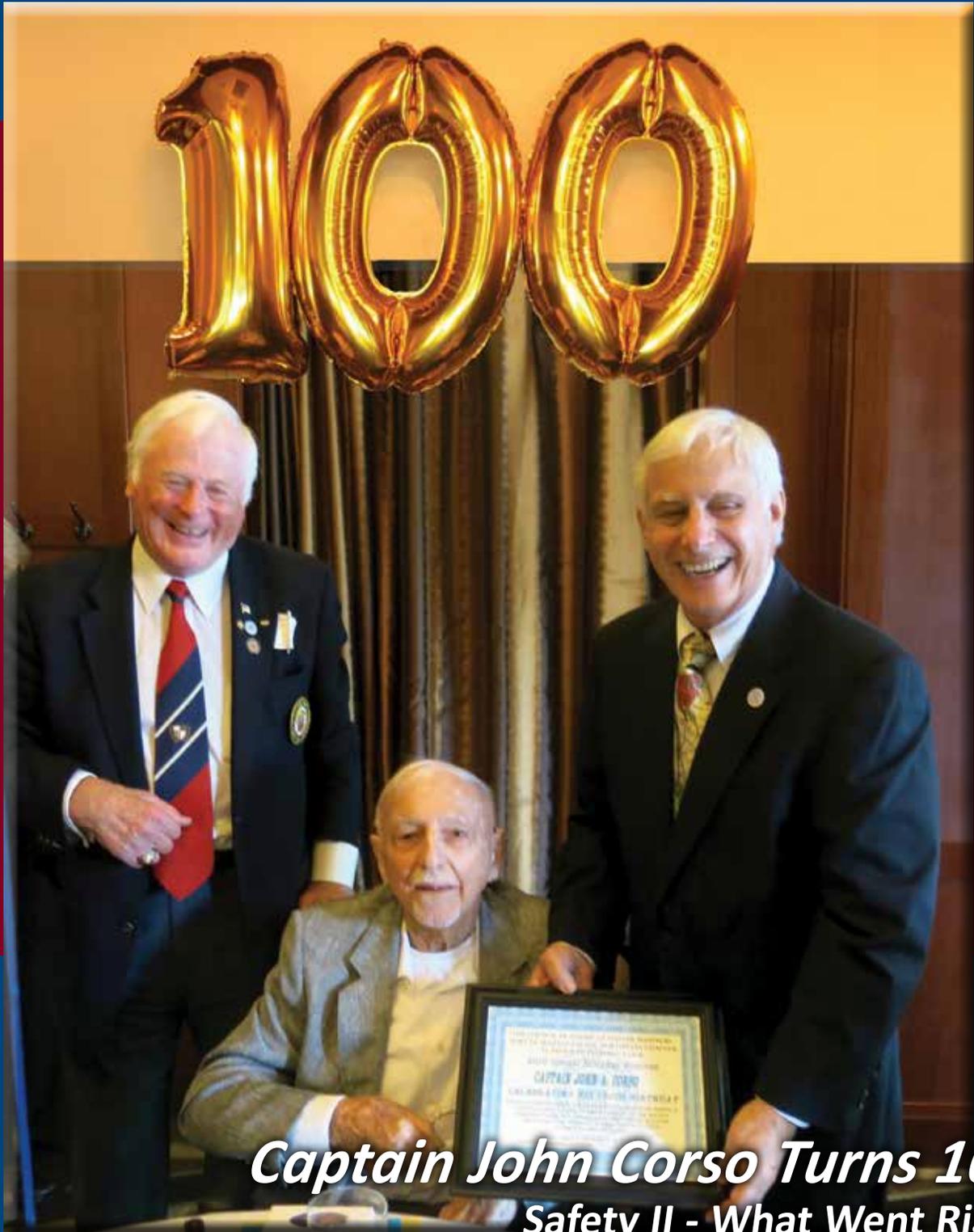


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Sidelights

October 2018 Vol. 48, Nº 4

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Captain John Corso Turns 100

Safety II - What Went Right

Why Icebreakers Are Vital



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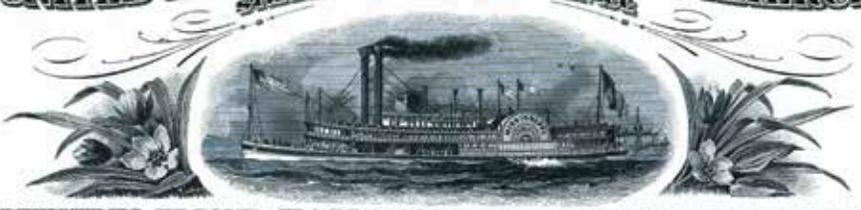
Bureau of Marine Inspection and Navigation License

Second Class Pilot of Steam and Motor Vessels

C Form 875 File No. L

SERIAL NUMBER **36309** ISSUE NUMBER

UNITED STATES DEPARTMENT OF COMMERCE
STEAMBOAT INSPECTION SERVICE



LICENSE TO SECOND-CLASS PILOT OF STEAM AND MOTOR VESSELS

This is to certify that
having given satisfactory evidence to the undersigned United States
Local Inspector, Steamboat Inspection Service, for the district of
_____ that he is trustworthy and faithful, and
possesses the requisite knowledge and skill, is hereby licensed to act as
Second Class Pilot on Steam and Motor Vessels of not over
_____ gross tons, upon the waters of

for the term of five years from this date.
Given under our hands, this _____ *day of* _____, 19__.

U.S. Local Inspector of Hulls. U.S. Local Inspector of Boilers.

O Form 834

THIS IS CIRCA 1920S CONTRIBUTED BY CAPTAIN JOHN CORSO – CAMM #1684

The above 2nd Class Pilot License is from the Steamboat Inspection Service (1913 - 1932). The tonnage limitation, district and specific waters for which this Steam and Motor license is valid would be filled in by the inspector.

The flowers on either side of the River Boat picture makes this License unique.

In This Issue



ON THE COVER

Captain Corso celebrates 100th birthday
PHOTO COURTESY CAPTAIN CHUCK LUND

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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



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

Lalonde Spirit of the Seas Award

By Captain P. A. Moloney #1829RU

Nominations are now open for the 2019 LaLonde “Spirit of the Seas” Award. It’s time to recognize one of our members for accomplishments, singular or sustained, that go beyond the routine standards of excellence expected of our trade.

Please be sure to include reasons making the nomination, like contributions to the maritime industry or noteworthy accomplishments, for per the form. You have heard the sea stories at CAMM meetings, union halls, or around the company office. It’s time to share with the rest of us and get the word out on one of gang who made that character-building decision that really needs to be memorialized.



Father Oubre, the 2017 Lalonde recipient

Nomination forms are to be found on the CAMM website (www.mastermariner.org) and on page 20. Nominees must be a CAMM member in good standing and nominated by a member in good standing. Nominations must be submitted/postmarked by 15 January 2019. Send or email submissions to the Lalonde Committee Chair, Captain Pat Moloney

1667 Lakeside Drive
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Captain Jeff Cowan
CAMM National
President
#3070-RU

Experienced Licensed Mariners May Soon Help the USCG in Marine Inspection

In response to the *El Faro* incident, Congress introduced the Maritime Safety Act of 2018 (HR-6175). The bill calls for improved weather reporting and more EPIRBs but most prominently it calls for additional funding for more U.S. Coast Guard marine investigators:

Under Section 10 of HR-6175 – Training of Coast Guard Personnel:

- (d) Coast Guard Inspections Staff; Briefing - Not later than 1 year after the date of the enactment of this Act, the Commandant shall provide to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a briefing detailing
- (1) the estimated time and funding necessary to triple the current size of the Coast Guard's traveling inspector staff; and
 - (2) other options available to the Coast Guard to enhance and maintain marine safety knowledge, including discussion of increased reliance on—
 - (A) civilian marine inspectors;
 - (B) experienced licensed mariners;
 - (C) retired members of the Coast Guard;
 - (D) arranging for Coast Guard inspectors to ride onboard commercial oceangoing vessels documented under chapter 121 of title 46, United States Code, to gain experience and insight; and
 - (E) extending tour-lengths for Coast Guard marine safety officers assigned to inspection billets.

Our first instinct was to oppose (D) of this section, USCG inspectors riding commercial ships lest they displace Kings Point and State Academy cadets. A USCG rider might also be more interested in writing an “835” for perceived deficiencies rather than gaining needed experience and insight. We found that the bill had strong support, and decided to drop opposition to USCG riders. We decided to write letters to concerned members of Congress and CAMM advised that that Section 10 (d) (2) (D) be amended to include the verbiage “for training purposes only” at the end of (D).

Unfortunately, we learned that CAMM was far behind on lending any expertise as the bill was too far down the path. It was passed on voice vote soon thereafter and sent to the Senate. The Senate combined HR-6175 with the Save Our Seas Act of 2018 (S-796). The combined bill was passed 03 August 2018 and awaits the President's signature. This portion of the bill is only a study and must be reported upon one year after the President signs the Bill (now S-796). CAMM and its members must stand watch to see how this bill unfolds.

On the positive side, Congress is entertaining the idea of hiring experienced licensed mariners into the corps of Marine Inspectors per Section 10 (d) (2) (B). The definition of an expert is one who has performed a certain task over ten (10) years. The USCG has not had any expert Marine Inspectors since the 1970's when they embraced US Navy model where officers are circulated every three years within all departments to create more well-rounded personnel. With more knowledgeable Inspectors, they could enhance the safety for our Merchant Marine and American ports. What more can CAMM do to correct this problem?

Very pertinent facts of the need for a viable U.S. Merchant Marine were set forth in an article published in the Naval War College Review : The Great White Fleet Sails Today? 21st Century Logistics Lessons from the 1907-1909 Voyage of the Great White Fleet by Christopher McMahan (Rear Admiral, USMS). Admiral McMahan is the Maritime Administration Emory S. Land Chair of Merchant Marine Affairs Instructor at the U.S. Naval War College in Newport, Rhode Island.

There were several conversations about the above with the BOG and other CAMM members.

Continued on page 9 >>>

SECRETARY - TREASURER

Be Proactive in Supporting Legislation in Congress for a Larger, Stronger, Modern U.S. Merchant Marine



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

We enter another fiscal year this month and a detailed finance and membership report will be published in

the December issue. Any active CAMM member interested in a current report please contact me at captaschemeyer@mastermariner.org or by phone at (951) 767-3037. This month I offer comments and thoughts concerning the U.S. Merchant Marine. We welcome your feedback on the following comments.

I want to share some thoughts about how CAMM can be more proactive in supporting legislation and in mustering support in Congress so as to foster a larger, stronger, modern U.S. Merchant Marine. During the President's address to the U.S. Naval Academy's graduating Class of 2018, one significant comment stood out to me. He said, "We must never forget that America is a maritime nation, surrounded by the sea on three coasts." He elaborated on how important and vital it is for our country to "dominate the oceans." While he was mainly referring to naval sea power, CAMM should jump on this concept for advocating Congressional support for the U.S. Merchant Marine so as to ensure America's ability to "dominate the oceans;" not just militarily but also economically, commercially, and logistically.

We are seeing positive change in DC regarding a new and developing national maritime policy with:

- (A) the appointment of a dynamic and proactive Maritime Administrator, RADM Mark Busby (a Kings Point Graduate and former Commander of the MSC fleet
- (B) a significantly expanded budget for MarAd, including R&D for "new maritime concepts & projects" never seen before
- (C) funding approved for building the first purpose-built training ship for our maritime academies and increased funding for those academies
- (D) searching for a new Superintendent at Kings Point to lead the USMMA into the future with confidence, success, and purpose
- (E) strong support for our Jones Act domestic fleet which protects ships and jobs as they serve our country efficiently and economically
- (F) proper funding for the Maritime Security Program (MSP) helping keep U.S. flagged ships in International Trade and
- (G) a new effort for cargo preference legislation. We must remain proactive in our support of these maritime issues that are appearing in DC for the first time in many years.

As to cargo reference, I talked with MARAD Administrator Busby at the Maritime Day Luncheon in San Diego about the "40-40-20" cargo preference

rule used in bi-lateral agreements in the 1970s and 1980s. The bi-lateral agreements established a rule whereby the two partnered trading nations gave cargo preference to their respective flagged ships, 40% to each nations' ships with the remaining 20% to third nations' ships. The results were that American ships sailed "full and down" on nearly every voyage.

I was pleased to learn that those bi-lateral concepts were indeed "on the table" for review and pursuit. Admiral Busby stated that MarAd would vigorously pursue existing Cargo Preference Laws to requiring that 100% of military and "give away" cargos be shipped on American bottoms. Additionally, MarAd supports increased funding for MSP and Congressman Garamendi's Energizing American Shipbuilding Act (HR 5893).

CAMM's leadership has been concentrating on committee Chairs and Ranking Members of pertinent Congressional and Senate committees that deal with maritime matters in an effort to "get the message out" of the vital need for having a strong, resilient, and growing U.S. flag Merchant Marine. As CAMM members, you can help us reach all members of Congress by providing your Representative and Senators with a link to CAMM's website. Send them to our *Sidelights* page, the link is: <http://mastermariner.org/archives.html>. You can cite specific pages in the June '18 edition regarding Maritime Day activities and other support articles for the U.S. Merchant Marine.

At the last two AGM's, CAMM's National President, Captain Jeff Cowan appealed to ALL CAMM members to try



to personally visit your congressional Representatives and Senators at their local offices. This can be accomplished when they return home to meet with their constituents. Captain Cowan called it the “Local Sail-In effort” which could create a “grass roots movement” in support of the U.S. Merchant Marine. Contact Captain Cowan for a talking points sheet to use when meeting with your elected officials. If you need help in locating your elective officials’ offices go to: <https://www.govtrack.us/congress/members>

In addition, we all need to write, call, and email our Congressional Representatives and Senators concerning key maritime issues. The U.S. Navy League has a convenient “letter-writing app” on their website that addresses a host of maritime related issues. You simply fill in your personal data, pick a specific issue or pending legislation and - VOILA! - the letter goes off to your representative or senator. Check it out at the following links:

- <https://www.votervoice.net/NavyLeague/Campaigns/59959/>
Respond - Fully Fund the MSP Program for FY 2019 and beyond!

- <https://www.votervoice.net/NavyLeague/Campaigns/59940/>
Respond - Support The Energizing American Shipbuilding Act (H.R.5893 in the House, S.2916 in the Senate)

- <https://www.votervoice.net/NavyLeague/Campaigns/59994/>
Respond - Repeal the Budget Control Act (Sequestration)!

- <https://www.votervoice.net/NavyLeague/home> - Link to other issues and items supporting Naval, Coast Guard and other maritime matters.

CAMM was “out in force” with attendance and participation at a host of celebrations during Maritime Day 2018 events. This was well reported in the June ’18 edition of *Sidelights* and is the one time each year when the American community is notified of the important impact and role that our U.S. flag merchant marine actually provides. Those U.S. flag vessels and the American mariners who crew them, make significant contributions to

our nation’s economy, security, while aiding and abetting our military worldwide. Thousands of U.S. Mariners have made the supreme sacrifice and we honor and thank them on that special day each year. The annual Maritime Day celebrations, memorials, and observances boldly state that, “The American Merchant Marine Matters!” Americans everywhere should know that U.S. Merchant Mariners have made a positive difference in their lives for the last 143 years.

Let’s keep up the “good fight” at CAMM to promote, preserve, and protect the U.S. Merchant Marine for the future! “Heave Ho, My Lads, Heave Ho!”

Until Next time, Smooth Sailing,

Captain Manny Aschemeyer

View >>> Continued from page 7

I found especially poignant the ending: In other words, without sufficient protection of logistics and US-flag merchant ships today, losses from an even modestly capable enemy could be substantial. The problem is compounded by the limited numbers of MSC, RRF, and MSP ships available and of American mariners to crew them. The loss of one or more of the twenty large, medium-speed, RO/RO (LMSR) vessels in MSC’s fleet (each of which has a capacity of between 290,000 and 380,000 square feet of cargo space) would have catastrophic effects on a US Army deployment that depended on the timely arrival of supplies and equipment. The loss of one or more of the six American commercial tankers

on charter to MSC or the 15 MSC fleet oilers or 15 MSC ordnance and dry-cargo ships could devastate Navy re-supply of one or more task forces. The same would be the case if the foreign-flag tankers on which MSC depends no longer were available. The logistical issues and the lack of USN logistics and American commercial merchant ships nearly paralyzed the around-the-world voyage of the Great White Fleet and provided powerful and enduring lessons that need to be looked at with fresh eyes today. In his 1908 Congressional testimony, Senator Newlands noted that “[i]n case of war these fighting ships would, without an auxiliary navy [ie, logistics ships], be absolutely derelict in the ocean, unable to move. Our

Navy may be compared to a man with strong lungs and a strong heart, perfect organs, without legs or arms.” We need above all things, a proportionate Navy, one that is perfect in every essential particular, not simply the ships that are necessary for fighting, but the ships that are necessary to sustain the ships that do the fighting. This observation is just as true today as in 1908, and not just for the Navy but for the entire US military. How true!

Steady as she goes,

Captain Jeff Cowan

Sea-Fever

John Masfield

*I must go down to the seas again, to the vagrant gypsy life,
To the gull's way and whale's way where the wind's like a whetted knife;
And all I ask is a merry yarn from a laughing fellow-rover,
And quiet sleep and a sweet dream when the long trick's over.*

(Third verse)

Letters to the Editor

CAMM welcomes Letters to the Editor. Please share your comments, perspectives and opinions on articles and subjects published in Sidelights by writing a "Letter to the Editor."

Email letters to sidelights@us.mastermariner.org or mail to: Sidelights Editor, 4675 144th Pl SE, Bellevue, WA, 98006. If there is a particular issue of concern you would like to see addressed, or if you have an article for publication, please email to sidelights@mastermariner.org.

New Members and Changed Membership Status

New Members - Welcome Aboard You now have all the benefits of membership!

- | | | | |
|-----------|---|-----------|--|
| # 3475-AL | Second Mate John Paul Williamson II ;
Tugboat Mate with Callais and Sons Trans.
Co.
Sponsored by Captain Andrew Triandafilou,
CAMM # 2025-RU | # 3480-AL | Chief Mate Alexandra Marie Hagerty
Second Mate on USNS Fisher (operated by
Maersk Line, LTD)
Sponsored by Captain Willie Barrere (CAMM
3469-RU) |
| # 3476-H | RADM Mark H. Buzby , USN-Ret.
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Upgraded Members - Congratulations!

Reinstated Members - Welcome Back

When the *Rudder* Loses Its Rudder?



by Father
Sinclair Oubre
CAMM Chaplain
#3220-A

In early August, the Texas A&M Maritime Academy activated its training vessel, the T/S *General Rudder*, from the MARAD Neches River Reserve Fleet. For a num-

ber of years, MARAD has chosen to anchor the *General Rudder* in the reserve fleet during hurricane season. After crewing up with licensed officers, ratings, Sabine Pilots, and 43 cadets, the *General Rudder* sailed down the Neches River, heading for the Gulf of Mexico, and its first port call was Key West.

At the Neches River-Intracoastal Canal interchange, the *General Rudder* lost its rudder. More specifically, her rudders jammed hard over. The *General Rudder* grounded in the soft mud of the ship channel thanks to the ship handling skills of the master and the pilots. The situation seemed frustrating and embarrassing, but not particularly dangerous.

However, behind the *General Rudder* were two Aframax tankers heading out to sea. With over 100' of the *General Rudder* sticking out in the channel, there were a few moments of concern, mainly was there sufficient passing space for the tankers. As all mariners know, an Aframax enema can really ruin one's day.

Fortunately, the tankers passed astern, tugs came, and the *General Rudder* was towed first Port Arthur, and then on to Gulf Copper's dry dock. The rudders were dropped, bearings were changed, and the rams were disassem-



Father Sinclair Oubre works with Texas Maritime Cadets on the stern of the *General Rudder* during the ship's stay in Port Arthur.

bled and rebuilt. Ten days later, August 10, the vessel set sail for Galveston.

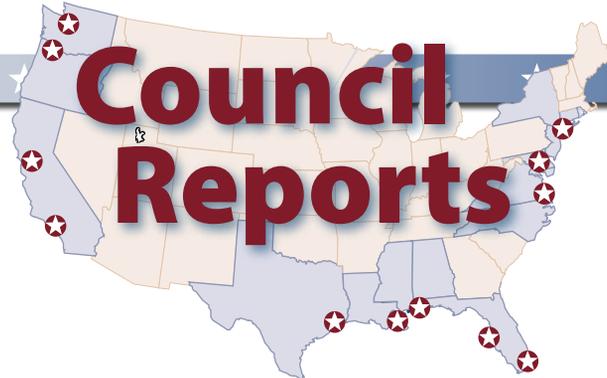
I have two observations about the unexpected visit of the *General Rudder*. First, the staff and volunteers at the Port Arthur International Seafarers' Center were privileged to host the cadets and crew members, offering them a "home-away-from-home." As a Catholic priest and port chaplain, I was able to talk with the crew members and cadets about faith, the merchant marine, motorcycles, and contemporary issues. However, my dog Max was much more popular with the cadets. When I was not there, they did not ask, "Where is the priest?" Rather, it was "Where's Max?" Just before the *General Rudder* went back to sea, I was able to go onboard, and bless (or exorcize) the ship. The skill of the Gulf Copper shipwrights and my blessing must have worked, because she successfully completed her cruise.

The second observation is that it is

time that our nation stopped putting our Merchant Mariners at risk by placing them on vessels that are at the end of their useful lives. This was the third time that the *General Rudder* had broken down on cruises to Port Arthur. The two previous breakdowns occurred at the sea buoy. The *General Rudder* was to have made port calls in Port Arthur, but instead had to limp back to Galveston.

For more 12 years, the Texas Maritime Academy has had to send its cadets on other maritime training ships to enable them to obtain their required sea time. Admiral Michel Rodriguez, superintendent at Texas A&M Maritime Academy, has spoken often about the need for a new training ship for the academy. He has welcomed the news that Congress has authorized the building of the first multipurpose training ship, but bemoans the fact that it will take five or more years

Continued page 15



Council Reports

View and Positions Report

Captain Frank Zabrocky, #1964-RU

Positions Chairman

No report available.

Sidelights and CAMM Media Report

Captain RJ Klein, Sidelights Editor

Sidelights: Due to recent problems encountered during the migration of our website to a new hosting company the *Sidelights@us.mastermariner.org* email is not working. Please submit *Sidelights* articles to *Captklein@mastermariner.org* until further notice. Also if you are not receiving your *Sidelights* (via mail or email) please notify us at the same email address.

Our website was down in early September due to a change in ownership of our hosting company. While we received notification that the change was coming, it was always with the caveat that nothing would be required on our end and that we would be notified when the transfer was complete. The new hosting company was unable to properly transfer our website and gave notification on Labor Day Weekend. This caused a delay in our reaction with the end result that our website went down and we lost approximately one year's worth of database (MAS) information.

We have found a temporary home for our website and everything is functional with the exception of MAS, online membership registration, and the @us.mastermariner.org emails. We are working with our database programmer to find a hosting company that is compatible with our needs. Once MAS is restored, we will investigate the possibility of upgrading our database software.

1st Vice President Report:

Captain Joe Hartnett, #2193-RF

See Baltimore/Washington report.

2nd Vice President Report:

Captain Pat Moloney, #1829-RU

Report not available

North Atlantic VP Report

Captain Frank Zabrocky, #1964-RU

Report not available.

New York Metro

Captain George Sandberg, #1919-RU Chapter President

Report not available

Baltimore/Washington Report

Captain Joe Hartnett, #2193-RP

Report not available

South Atlantic VP Report

Position Vacant

Report not available.

Port Everglades/Miami

Captain Paul Coan, #3021-RU,

Chapter President

Summer Break - No meetings until October.

Tampa Bay

Captain Ron Meiczinger, #1747-RU, Chapter Secretary/Treasurer

Summer Break - No meetings until October.

Gulf VP Report

Captain Michael McCright, #2753-S

See Houston report.

Mobile Bay

Captain Jerome "Rusty" Kilgore, Chapter President

Report not available.

New Orleans

CE Horace George, #3223-A,

Chapter Secretary

Summer Break - No meetings until October.

Houston

Captain Michael McCright, #2753-S

Summer Break - No meetings until October

South Pacific VP Report and San Francisco Bay Area Chapter Report

Captain Klaus "Nick" Niem, #2167-RU

Report not available.

Los Angeles/Long Beach

Captain Dave Boatner, #2162-RU, Chapter President

The LA/LB Chapter meets on the second Tuesday of the month at the Think Café on 5th Street in San Pedro. We normally have between 6 to 10 members present. The food is great and we usually have some lively discussions about maritime events and some debatable history (sea stories). We have chapter members who travel from as far north as Ventura and as far south as San Diego.

The chapter looks forward to the 2019 Annual General Meeting in San Diego. We are submitting two theme suggestions to the CAMM Board of Governors for consideration.

One of our recent discussions revolved around new pressures that Masters sailing today have that were not experienced by our older shipmates. The instant communications now enjoyed by the office sometimes makes a Masters job much more complicated than in the past. In addition, the strict and occasionally byzantine regulatory systems add to the burdens and pressures on currently sailing Masters.

Another discussion highlighted how



Attendees at the September meeting of the LA/LBC Chapter.
 L-R Captains: Joe Itson, Paul Nielsen, George Zeluff, Jeff Cowan, David Boatner, Mark Tighe, Seated: Dick Bara

ings, discuss ways to raise CAMM's profile in the Maritime Industry, and how as members of CAMM we can positively contribute to the well-being of the industry both nationally and at the local level. Items that require action by CAMM Seattle are presented at the regular meeting for discussion and approval by the Chapter.

June: The regular business meeting was suspended as members and guests joined in celebrating the 100th Birthday of Captain John Corso. John was born June 12, 1918 and John expressed his gratitude to members. Captain

interconnected the different parts of the maritime industry are and how they all rely on each other to come to a successful voyage. There truly is no doubt that the maritime industry is the most complex industry in the world.

We encourage anyone in the San Pedro area on the second Tuesday of the month to come join us for the lunch hour at the Think Café.

North Pacific VP Report

Captain Cal Hunziker, #2457-R

Report not available.

Columbia River

Captain Bill Good, #1924-RU, Chapter Secretary

The Columbia River Chapter of CAMM continues to hold meetings the

second Friday of every month starting at 1200. Meetings are held at the Jantzen Beach Bar and Grille in Portland. For more information please contact Captain Bill Good at mrpobre@aol.com.

Seattle PNW

Captain Doug Subcleff, #2329-RU, Chapter Secretary

The Seattle Chapter holds two meetings every month. The regular meeting is on the second Thursday of the month. An Executive meeting is held on the 4th Tuesday of each month. Voting members at this meeting are the Chapter Officers (President, Shoreside VP, Seagoing VP, Immediate Past President, Treasure, and Secretary). Interested members are encouraged to attend. At the Executive meetings, the officers plan future meet-

ings, discuss ways to raise CAMM's profile in the Maritime Industry, and how as members of CAMM we can positively contribute to the well-being of the industry both nationally and at the local level. Items that require action by CAMM Seattle are presented at the regular meeting for discussion and approval by the Chapter.

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Corso's son, John, told us that of all the celebrations the family had attended in his dad's honor, the CAMM event was the best. There were several raffle prizes. Nina Pedersen won Jackie Moore's gift basket; Cal Hunziker won the book: Rise and Decline of the American Merchant Marine, and RJ Klein won a bottle of wine. The Chapter is again indebted to Jackie Moore for providing special CAMM candies to all the guests. At the Executive meeting (6/26) reports were given by the officers, and there was some brainstorming concerning how CAMM could influence the

Continued next page >>>

In the Council >>> cont'd from page 13

ports of Seattle and Tacoma to hold National Maritime Day event on (or near) Maritime Day. Another topic of discussion was the possibility of CAMM Seattle taking the lead to have a pedestal installed with the Merchant Marine logo at Tahoma National Cemetery. This would be to compliment the ones of the U.S. Armed Forces which are already at the cemetery. It was decided that Julie Keim of Compass Coursed Maritime Training should be CAMM Seattle's 2018 Maritime Person of the Year.

July: Captain Chuck Lund was the speaker at this month's regular meeting. His power point presentation of the Maritime Security Program (MSP) was educational and informative. There are 60 ships in the current program which supports over 7,700 jobs to mariners and shore-side personnel. During the presentation Captain Lund noted the importance of continuing the program and encouraged CAMM members to constantly remind their Congressional Representatives of the need to properly fund the MSP.

The Chapter learned of the passing of Captain Howarth Rowe (#2664-RU). Captain Rowe crossed the final bar January 22, 2018. He was a "Hawsepiper" who advanced to Captain and retired in 1987 as Master of the MV *Sea-Land Express*.

The Executive meeting (7/25) focused on the need to recruit golfers for the Bob Magee Memorial Golf Tournament hosted by CAMM Seattle in support of scholarships for the Youth Training Association. The number of golfers is down due to a conflicting tournament the same week. This conflict should be resolved before next year's tournament.

August: Captain Georg Pederson was the speaker for the meeting. He gave a detailed report about the SS *Gateway City* rescuing 54 Vietnamese refugees on

her final voyage in July 1978. Georg was Chief Mate in the Gateway City at the time and was instrumental in rescue.

Editor's Note:

The story is told on pages 27 & 28 of this issue.

The members were given an update about the CAMM 2017 YMTA scholarship winner, Samantha Petersen. She sent an email from California Maritime Academy, where she is finishing her first year. She thanked CAMM Seattle for the tuition assistance and also asked about any recommendations for summer internship. Captain Moore reported that Julie Keim has graciously accepted our nomination as CAMM Seattle PNW Chapter's Maritime Person of the Year. Julie will be honored at our October "Recognition Day" banquet.

The Ex meeting (8/21) was held at the home of Captain RJ Klein. As this was a working lunch, attendees enjoyed sandwiches from Sugee's Box Lunch Company. Sixty-four arrival gift bags for the upcoming CAMM golf tournament were stuffed with golf balls, tees, 2019 calendars and pens.

When Members Meet



Lois Zabrocky and Tracey Gunnlaugssen

In August CAMM members Lois Zabrocky (#2980-A) and Tracey Gunnlaugssen (#2694-A) met at the Newport Jazz Festival in Rhode Island. Lois is CEO of International Seaways and Tracey is CEO of Sea River Shipping. They were roommates for three years at the United States Merchant Marine Academy (Class of 1991).

Apostleship of the Sea - United States of America

The professional association of Catholic Mariners and the official Organization for Catholic Cruise Ship Priests and Maritime Ministers



Please contact us if you are interested in becoming an AOS-USA member!

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aosusa@sbcglobal.net
Voice: 409.985.4545

www.aos-usa.org



Captain Lund (standing far right) addresses CAMM Seattle Chapter on the importance of Martine Security Program.

Rudder >>> Continued from page 11

before Texas A&M Maritime Academy will be in line for its own vessel. By that time, it will be almost twenty years since the "Sea Aggies" could do their training cruises together. Certainly our country faces many financial needs, but it is time that we prioritize our young cadets, and stop giving them third-hand vessels, while telling them to become the best merchant sailors in the world.

After the tragic loss of the SS *El Faro*, many maritime experts questioned the prudence of operating a 40-year old ship. How much more imprudent is it to be operating training ships,

with compliments that may exceed 700 souls, that are 56, 52, 34, 33, 29, and 28 years old. Our country must be prepared to face the consequences of placing our



Texas Maritime Cadets interact with the staff at the Seafarers Center in Port Arthur, TX.

cadets on ships built in 1962 (T/S *Empire State*), 1966 (T/S *Kennedy*), 1984 (T/S *General Rudder*), 1985 (T/S *Michigan State*), 1989 (T/S *Golden Bear*), and 1990 (T/S *State of Maine*). Will it take an inci-

dent during a summer cruise, which usually occurs during hurricane season, to wake up our country to the need for new training ships for all our academies?

Captain John Corso - A Keel Properly Laid

On June 14, in lieu of its regular meeting, the Seattle Pacific Northwest Chapter held a special event to honor Captain John Corso in celebration of his 100th Birthday. Special guests included the Corso family and friends: Ms. Corina Bonariuc, Mr. John R. Corso (son), Mrs. Diane Corso, and Ms. Andrea Tirlea. The US Coast Guard was represented by Captain Linda Sturgis, Commanding Officer, Sector Puget Sound, CMDR Jo Ann Burdian, and CSCM Richard Evans. The Puget Sound Pilots President Captain Eric von Brandenfels and Executive Director Linda Styrk attended along with CAMM members.

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, John 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 USCG began a program that allowed Merchant Marine Officers to join the USCG 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 insur-

ance. He made the difficult decision to resign from SOCONY and Captain Corso spent the next 20 years in the USCG.

Most of his time in the USCG was spent in Marine Inspection but Captain

several articles for *Sidelights* detailing some of his unique experiences while commanding the *Planetree*. After retiring from the USCG, Captain Corso moved to New Zealand where he was appointed as an ABS surveyor. He returned to the U S in 1978.

In 1961, Captain Corso joined CAMM and has been an active member of the Seattle PNW Chapter since its inception in 1981. He served as President of the CAMM Seattle Chapter 1987 – 1989. John wrote the Chapter Reports for *Sidelights*, and was an Associate Editor of the magazine. He had his own “Northwest Scuttlebutt” column in *Sidelights* that featured maritime news - and, once in a while, a bit of humor:

After lunch, Chapter President, Captain RJ Klein gained everyone’s attention

by ringing the CAMM Corso Bell (John made the bell and gifted it to the CAMM Seattle Chapter)*. Captain Corso was introduced and presented with a *Planetree* themed birthday cake along with a framed certificate in honor of his 100th Birthday. Captain Sturgis read a letter from Rear Admiral David Throop, Commandant of the 13th USCG commending him for his service in the Coast Guard and congratulating him on his 100th Birthday.

After the presentations, Captain John Corso addressed the gathering. Noting how the tragic sinking of the SS *El Faro* was bound to precipitate rule changes in the maritime industry, he recalled a time when he was a teenager, age 16, in 1934. It was early September and his family was staying on the ocean shore of New Jersey. One morning his older



Captain Corso's cake with the USCG-C Planetree, the ship he commanded after joining the USCG.

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

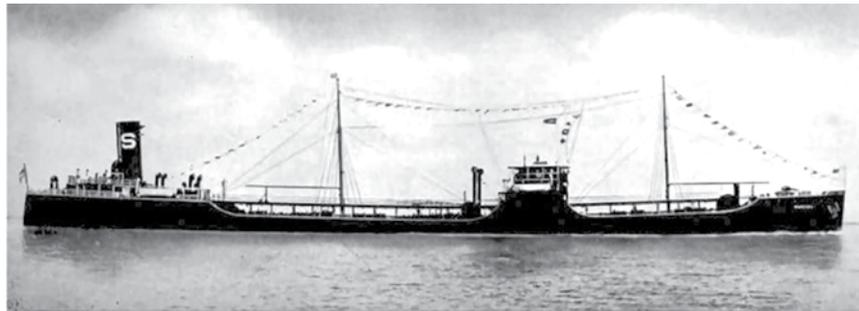
“You too can live to be 100 . It’s easy ... Just keep breathing.”

Captain John Corso

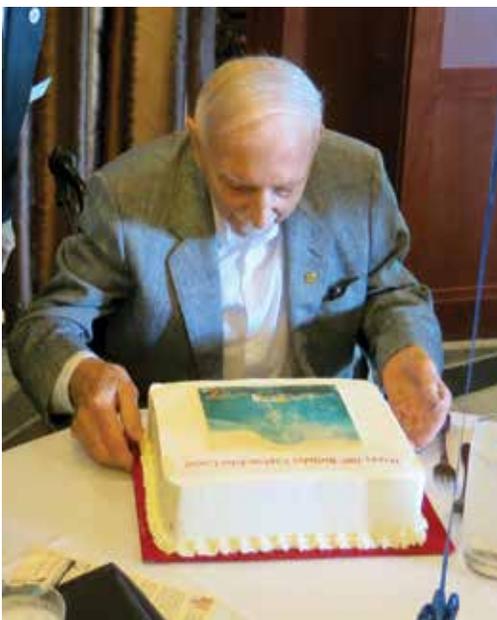
USCGC Planetree. The Planetree was a combined search and rescue, buoy tender, and anti-submarine ship and was based in Honolulu. During this time, the *Planetree* cruised the Pacific around the Samoan Islands, Guam, Okinawa, and Wake Island. Captain Corso has written



Seated: Mrs. Diane Corso (daughter-in-law) and Captain John Corso; Standing: Captain Corso's care givers, Ms Andrea Tirlea and Ms Corina Bonariuc



The SS Mobilgas, Captain Corso's first command.



"Wow, What a cake." Captain Corso admires his cake.

Love in Bloom

Her eyes were bright as candle shine,
Her lips were pressed so close to mine.

It was a moment filled with bliss,
A memory to save.

She shyly looked and murmured this,
"My God, don't you ever shave?"

By John Corso for Sidelights, Fall 1997

brother came into their cabin and said that he could see a ship burning off the coast. John ran outside, and saw the ship afire about three miles off shore. He ran down to the beach and observed something in the water. He waded into the surf to investigate and saw a young woman in the water. He grabbed her and brought her to shore. His mother had come out of the house and came running to help. Together they brought the woman into their cabin and a hot shower was prepared. Their efforts were rewarded as the women survived. John was told to go back to the beach to look for more survivors. Unfortunately, all he was able to see were two bodies that were beyond resuscitation. Captain Corso later learned that the burning ship was the SS *Morro Castle*. Captain Corso concluded his story by noting that the burning of *Morro Castle* led directly to new maritime safety regulations.

The relating of this tale inspired a loud round of applause. Chapter Vice-president, Captain Lund said "So, besides being a U.S. Master Mariner, USCG Captain, USCG Marine Inspector, and ABS surveyor, we can now add "Hero" to Captain Corso's impressive biography.

**The John Corso Bell: This bell is used at every meeting including CAMM's Annual National Meeting (AGM). A photo of John with the bell was featured in the June 2016 issue of Sidelights (page 15). It is struck to bring meetings to order and is used in ceremonial striking of Eight Bells for those who have Crossed the Final Bar.*

The importance of the TEL *Morro Castle* to the Maritime Industry!



by Sidelights Staff

Most people, including those not directly involved in the maritime industry, know that the sinking of the SS *Titanic* in 1912 led to major safety changes in the industry. The *Titanic* disaster (1,517 lives were lost) led to the formation of the International Ice Patrol and the establishment of the International Convention for the Safety of Life at Sea (SOLAS) in 1914.

Regulations were developed that called for watertight bulkheads to be constructed from the tanktops to the uppermost continuous deck to prevent cross compartmental flooding. The Radio Act of 1912 required that passenger ship radios be manned 24 hours a day and have a backup power supply. An emergency radio signal was developed to activate automatic alarms aboard all ships. These auto-alarms ensured that distress signals were received even when the ship's radio station was not being monitored on board tankers and cargo ships. Most importantly, the sinking of the *Titanic* led to the requirement that ships carry enough lifeboats for all aboard.

Lesser known is the impact on ship safety regulations due to the burning of the passenger ship TEL *Morro Castle* (TEL – Turbo Electric). In the early morning of September 8, 1934, a disastrous fire broke out on the cruise ship *Morro Castle* - the death toll was 137 passengers and crew. The investigation attributed the loss of life to an improperly trained

crew and the flammable materials used in construction. While the sinking of the *Titanic* improved regulations for lifeboats, watertight bulkheads and emergency radio signals, the *Morro Castle* upgraded fire safety regulations and expanded onboard emergency training.

Fire on the *Morro Castle*

The *Morro Castle* was bound for New York from Havana, Cuba. On the night of September 7, 1934, she was along the New Jersey Coast and expected to arrive in New York the following morning. She was steaming at full speed (18-20 knots) in an attempt to stay ahead of a developing storm. That evening, Captain Robert Willmott skipped the Captain's Farewell Dinner and ate in his quarters. He later complained of stomach pain and died of an apparent heart attack shortly thereafter. This left Chief Officer, William Warms in command.

On September 8, a fire started around 0250 in a storage locker near the First Class Writing Room. The lavish design of the interior of the ship used highly flammable veneered glued ply paneling. This allowed the fire to spread rapidly and the *Morro Castle* was engulfed in flames within 30 minutes. The 20-knot headwind combined with the ship's forward motion was also a factor in fanning the fire. The ship's Lyle Gun was stored in the Writing Room. It exploded around 0300, breaking windows and allowing the outside

winds to enter the ship, fan the flames and add to the advancement of the fire.

At approximately 0310, all power was lost when the fire burned through the ship's main electrical cables. The ship was plunged into darkness and only one SOS was transmitted due to the radio room power being severed. Steering was lost when the hydraulic lines were also damaged by the fire. Captain Warms had decided to attempt to beach the ship but the loss of steering made it impossible. The next morning, the empty ship, still burning, ran aground on the beach at Asbury Park, NJ.

Additional Factors Contributing to the Disaster

There were Fire Alarm Bells installed aboard *Morro Castle* but many failed to function or were inaudible. The ship also had electric sensors that could detect fires in any of the ship's staterooms, crew quarters, cargo holds and engine room. There were no fire detectors in the public spaces like the ship's lounges, library, dining room or writing room (where the fire started).

The ship was equipped with fire doors but most failed to close and the crew did not think, or were not trained, to close them manually. Even had they been closed, it may not have helped abate the spread of the fire. The doors had wooden frames which provided the fire with a pathway around the doors.

There were 42 water hydrants on board but the system was designed with the assumption that no more than six would ever be employed at any one time. During the emergency, the crew opened nearly all the hydrants. The fire pump could not maintain the needed pressure and the water pressure dropped to an unusable level at every station.

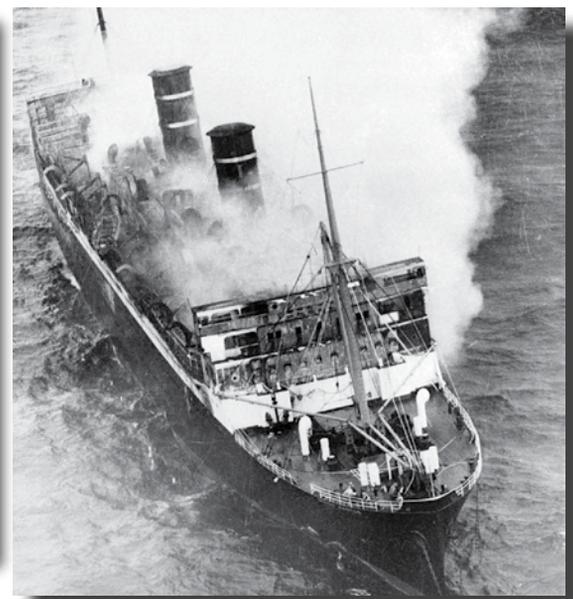
Only six of the ship's twelve lifeboats were launched. The ones launched had a capacity for



SS *Morro Castle* aground at Asbury Park, NJ



SS Morro Castle burning and aground at Asbury Park, NJ



The SS Morro Castle burns at sea

408 people but only 85 people reached these boats - mostly crew members.

Because of the loss of power, the ship was in darkness. Passengers and crew could not easily navigate the confusing intricate network of passageways. The crew had not been properly trained to assist and the passengers were not required to participate in lifeboat drills. During the emergency, both crew and passengers headed for the open decks. Unfortunately, most of the crew went forward while most of the passengers went toward the stern, so the crew could not assist the passengers.

Because passengers were not required to attend lifeboat drills, many died for lack of knowledge of how to use their life preservers. Due to the cork floats in the lifejackets (four cork floats across the back, two on the left front and two on the right front), it was important to tightly grab the top edge of the lifejacket with both hands and hold it down when hitting the water. Not doing this resulted in many passengers being knocked out as the front cork panels hit their chins on impact or they slipped out of the lifejacket as they entered the water.

New Regulations

The burning of the *Morro Castle* led to new fire protection and control regulations both in training and ship design. Specifically:

- New fireretardant materials were developed to be used on the interior of ships
- Regularly scheduled fire and lifeboat drills for the crew became mandatory
- Lifeboat drills and instruction for donning lifejackets became compulsory for passenger
- Fire detectors had to be installed in all public spaces like dining areas, lounges, passageways laundries and store rooms
- Passenger ship design was addressed to eliminate maze-like corridors
- Ship's Radio Stations had to be fitted with an independent emergency backup power supply
- Ship's fire pumps pressure requirements were established and mandatory crew training for the proper deployment of fire hoses was enacted

Finally, the burning of the *Morro Castle* brought public awareness of the U.S. Merchant Marine and served as the impetus for both the U.S. Merchant Marine Act of 1936, which created the Maritime Commission, and the adoption of a significant upgrade to SOLAS in 1948. It also led to federally mandated officer training requirements and eventually, to the establishment of the United States Merchant Marine Academy at Kings Point, N.Y.



Monument to the SS Morro Castle at Asbury Park, NJ. Monument was dedicated Sept 8, 2009, 75 years after the disaster

Editor's Note: There is a great deal of mystery surrounding the burning of the *Morro Castle* and several books have been written about the events of September 8th. Many suspect that George Rogers, the Chief Radio Officer murdered the captain and set fire to the ship. Credits: Wikipedia: Marine Link, Patricia Keefe; *The Telegraph* (London Newspaper): *The Deck Chair*, Aaron Suunders, 2010: *Daily Press* (Newport News, VA), *The Burning of the Morro Castle Saddened All of Newport News*, Parke Rouse: *Sea Girt Lighthouse Citizens: The Morro Castle Disaster*, Alex Q. Arbuckle, *Retronau*



Lalonde *"Spirit of the Seas"* Award Nomination Form

Nominee:

Name: _____

CAMM ID: _____ Chapter Affiliation: _____

List the reasons you feel the nominee best embodies and exemplifies the spirit of the above ideals.

Use extra paper if necessary.

Humanitarianism: _____

Professionalism: _____

Seamanship: _____

Life-time achievement (s): _____

Noteworthy accomplishment (s): _____

Contributions to the Maritime industry: _____

"Spirit of the Seas" in their everyday life: _____

Nominated By:

Name: _____

CAMM ID: _____ Chapter Affiliation: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ Email: _____

Signature: _____ Date _____



Council of American Master Mariners

Professional Development Conference and Annual General Meeting

April 24-26, 2019, San Diego, CA

Who's really in Command of the Ship?

Agenda

Wed – April 24th

Golf - Location TBD, Arrival and Hospitality Rm Open in PM

Thus – April 25th

CAMM Professional Development Conference
Who's really in Command of the Ship?
Guest outing to local attraction
Thursday Night Social Event

Fri – April 26th

CAMM Annual General Meeting
Guest outing to local attraction
Closing Dinner
Keynote Speaker
Lalonde Award

Venue & Accommodations

Meeting will be at the
Best Western Plus Island Palms Hotel & Marina
2051 Shelter Island Drive
San Diego, CA 92106
Phone: (619) 222-0561

CAMM room rate is \$156.66 per night all inclusive.

To book that rate for the meeting dates use this link (be sure to scroll down for the CAMM rate):

https://www.bestwestern.com/en_US/book/hotel-rooms.05326.html?groupId=9K9XB8A8

If you would like to arrive earlier than the 24th or stay beyond the 27th, call 619-222-0561 and speak with Kyle Gordon, our reservations manager. The link will not work for dates beyond the 24 – 27.

Note: Term & Conditions: Room types not guaranteed. Room accommodations will be determined upon arrival.



CROSSED THE FINAL BAR

CAPTAIN JEFF WELLS, CAMM # 2560-S

Captain R. Jeffrey Wells crossed the final bar on September 17, 2018 after a brief and unexpected encounter with cancer. Jeff was an active volunteer in his community and that generosity continued into death as his brain and spinal cord were donated to UCSF as part of the Alzheimer's study he participated in for many years. Born in Placerville, CA, he was a graduate of California Maritime Academy, class of 1971. He sailed with Chevron Shipping for 34 years. He originally sailed on ocean tankers and moved to the Inland Fleet. He was the Mooring Master in El Segundo and Barber's Point, and ended his career as Docking Master on San Francisco Bay. He was a longtime member of CAMM, originally the Los Angeles/Long Beach Chapter then the San Francisco Bay Area Chapter. Per his wishes there will be no service. In lieu of that, spend time with a friend, fill your glasses with your favorite libation and tell sea stories. Fair winds and following seas...

ARCHIE McFAUL, CAMM # 3017-L

Archie McFaul passed away on Sept. 18, 2018 at the age of 91. Archie was born on February 6, 1927 in Stockton, CA and spent his entire life residing in Pittsburg, CA. Growing up he spent endless hours on the family boat. He enlisted in the U.S. Merchant Marine in 1945, serving on the Admiral Sims, an ammunition and supply ship. While serving on the Admiral Sims, he obtained the rank of 3rd Mate. He met Charles Stevens (a well-known compass adjuster on San Francisco Bay) while observing him during a compass job on a friend's yacht. In 1961 Archie served as an apprentice under Charles Stevens, taking over the compass adjusting business in 1968. Archie soon became known as the top compass adjuster in Northern California. His professionalism and extensive knowledge of the magnetic compass and the San Francisco Bay set him apart. An icon in the maritime scene on San Francisco Bay, being a master compass adjuster for over 50 years, Archie "Swung Ship" on over 7,000 vessels of all sizes. He performed his last compass adjustment at the age of 86. Most recently, Archie was honored as a Lifetime Member of the Council of American Master Mariners (CAMM). Archie was preceded in death by his mother Lillian and father Archie Sr., his wife of 60 years Marilyn, and his sister Janice. He is survived by his two sons Stephen (Cheryl), Kevin (Susan) and his grandchildren Sean McFaul and Kelsie McFaul, as well as many nieces, nephews and cousins. A memorial service, with full military honors, was held on Monday, October 1, 2018 in Pittsburg, CA.

CAPTAIN EDWARD S. NEWMAN, CAMM # 2746-L

A long-time supportive member of The Council of American Master Mariners (CAMM), Captain Edward S. Newman, age 90, of Naples, FL passed away on February 26, 2018. Captain Newman was the oldest of four brothers born to Edward and Wilhelmina in Beaver Falls, PA. A 1950 graduate of the U.S. Merchant Marine Academy at Kings Point, NY, Ed married his wife Virginia "Ginny" Coon in 1951 as he began his sailing career with Moore-McCormack Lines. He sailed both freight and passenger ships. He was Mate and Master on the passenger ship SS Argentina from her maiden voyage in 1958 until her layup in 1972. Captain Ed finished his sailing career with United States Lines on the around-the-world container ship service. Upon retiring in 1995, he obtained his real estate license working with Workman Realty and Naples Realty Services. Captain Newman is survived by his wife Virginia, sons Douglas E. (Karen) and Keith P. Newman, his grandson Brian E. Newman and his brothers, Ralph (Terry), Howard (Shirley) and Leonard (Mary) Newman. A "Celebration of Life Memorial Service" was held on Friday, March 9, 2018 in Naples.

CAPTAIN HOWARTH V. ROWE, JR., CAMM # 2664-RU

Born July 12, 1927, Captain Howarth Rowe Jr., 90, Crossed the Final Bar on January 22, 2018. A resident of Gig Harbor, WA. Captain Rowe began his career in the foc's'le in 1945, just after WWII ended. He worked for Panama Line and in 1950 was hired as 3rd Mate with States Marine Line. He obtained his Master's license in 1957 and in January, 1959 assumed command of the SS Empire State. Later, that same year, he started work as a Panama Canal Pilot. He worked in the Canal Zone until 1965, when he was named Master of the S.S. Seattle for Sea-Land Services. During his career at Sea-Land he assisted with the conversion of T-3 tankers (which had been converted to container ships) to diesel ships – Sea-Land's D-6 class containerships. On his birthday, July 12, 1979, he assumed command of one of those converted, D-6 class containerships, the MV Sea-Land Adventurer. His final command was the MV Sea-Land Express. After his retirement in 1987, Captain Howarth enjoyed sailing, hunting and fishing, wine tasting and being a gunsmith. He is survived by his wife Grace and children Linda, William and Howarth. Worth noting: In a CAMM Seattle questionnaire, Captain Rowe answered the question: Favorite Tour of Duty? "All of them, including Panama Pilot."

CAMM HAS JUST RECENTLY LEARNED THAT THE FOLLOWING MEMBERS HAVE CROSSED THE FINAL BAR.

CAPTAIN RALPH T. MUELLER, CAMM #2413-RU –

Captain Ralph T. Mueller, 88, of Dunedin, FL died Oct. 9, 2017.

RADM FLOYD MILLER, CAMM # 2701-H. (2017)

RADM Floyd H. (“Hoss”) Miller, Jr. of Centerport, NY passed away August 15, 2017. He was born December 19, 1931 in Brooklyn, NY. He graduated from the State University of New York Maritime College in 1953. He received his commission in the Navy that same year and through subsequent promotions attained the rank of Rear Admiral in 1977. His distinguished career included several at sea surface warfare ship commands, first commanding officer of the USS California (CGN36), commander of a Cruiser Destroyer Group, and commander of U.S. Navy Recruiting. He retired from the Navy in 1982 to return to his alma mater and serve as President of the college until 1995. For a time, he also served as a Trustee of the Long Island Maritime Museum and as a Waterfront Chairman for the Centerport Yacht Club. RADM Miller is predeceased by his wife Linda Kay Miller and survived by his daughter Nancy Stanko and husband Sergio of Monroe, CT, son Scott Miller and wife Liz of Westbrook, CT, and grandchildren Victoria Stanko and Travis Miller.

CAPTAIN EINAR C. GROETHING, CAMM # 1339-RU

Captain Groething passed away July 23, 2017. He lived Westerville, OH and was born December 12, 1920 in Gibraltar, British Overseas Territory. He was 96. Captain Groething was a CAMM member for 52 years having joined CAMM in 1965. He sailed for Keystone Shipping Corporation and his last ship was the SS Golden Gate. He is survived by his daughters Janice, Nancy, Leslie and Karen.

CAPTAIN MICHAEL T BROWN, #3423-S16

Captain Michael T. Brown of Arnold, MD passed away on May 4, 2017 after a brief illness. Born in Fall River, MA on May 12, 1953, He was a graduate of the Massachusetts Maritime Academy class of 1975 and completed graduate work at Lesley College in Boston and the National War College in Washington, D.C. As a young man, Captain Brown went to sea as a cadet aboard the training ship Bay State and the Farrell Lines container ship SS Austral Envoy, and as a deckhand on the Woods Hole, Martha’s Vineyard and Nantucket Steamship Authority ferries. Following graduation, he sailed as mate on the banana boat MV Almirante, ocean tug Mister Marshall D, and seismic survey ship H.J.W. Fay, navigator in the minesweeper USS Detector, and on various offshore supply boats owned by Seahorse Marine in Port Fourchon, LA. With his wife Ellie, he co-owned and was master of the paddlewheeler Golden Arrow. He held an unlimited third mate’s license and a master’s license for freight and tow. In 1977, Captain Brown joined the U.S. Coast Guard as a marine inspector, and during a 27-year active duty and reserve career ensured the safety of merchant ships and crew. He served as the commanding officer of Reserve Unit Washington, DC, was the first director of the Inland Rivers Vessel Movement Center and responded to the devastation of Hurricanes Katrina and Rita on the Gulf Coast, before retiring as a Coast Guard Reserve Captain in 2005. He joined the National Transportation Safety Board in 1994, working on major marine and pipeline accident investigations and safety issues until his retirement in April 2017. While inspecting the Steamer Admiral in St. Louis, Captain Brown met the love of his life, Ellie Carroll, daughter of the boat’s captain and member of a long-time Mississippi River family. He is survived by Ellie, his mother Rosemary Brown of Vineyard Haven, MA, sister Tommye Ann (Patrick) Irwin of West Tisbury, MA, brother Stephen (DeeAnn) Brown of Jupiter, FL, his daughter Sarah (Mark) Johnson of Frederick, son Timothy (Aimee) Brown of Spotsylvania, VA, grandsons Gibson and Jasper Johnson and many nieces and nephews.

CAPTAIN GERARD NOLAN, CAMM # 329-L

Captain Gerard Joseph Nolan, 82, of Lottsburg, VA passed away on October 23, 2016. He was born in Hempstead, NY on October 4, 1934. At age 2, his family moved to Caracas, Venezuela, where he lived until age 12. Captain Nolan attended SUNY Maritime College in Fort Schuyler, Bronx, NY where he received a B. S. in Marine Transportation and a B. S. in Marine Engineering. He also received a M. S. in Electrical Engineering from Stony Brook University. His distinguished career included 10 years as Commanding Officer of the training ship, Empire State, at SUNY Maritime College. His ship was the lead for the Operation Sail in the U. S. Bicentennial. He served with Military Sealift Command during both Gulf Wars and was commander of numerous oil tankers, freighters, and cargo ships. He was also acting Vice President of the College and received many accommodations. Captain Nolan is survived by his wife of 60 years, Joan Nolan of Lottsburg, VA; son, Kevin Nolan of Grapevine, TX; sister, Frances Miller of Port Richie, FL; grandchildren, Jamie Nolan Blanco (Ricky) and Michael Nolan, both of Richmond, VA; a dozen nieces and nephews and godchild, Renee Farkas. He was preceded in death by his parents, Gerard and Anne Nolan of Hempstead, NY; son, Michael Nolan of Kilmarnock, VA; brother, Donald Nolan of Reston, VA and sister, Nancy Thierman of Atlanta, GA.

SS Gateway City Rescues 51 Refugees



by Captain
Georg Pedersen

Part I - The Sea-Story Begins in July 1978

The SS *Gateway City* made her maiden voyage October 4, 1957 as the world's first

Cellular Containership, able to haul 226 - 35 feet containers, and no other type of cargo. She was the beginning of the container revolution that changed the world's ocean shipping forever, cutting down the Port Time from 7-8 days to 14-18 hours. Twenty-one years later, with Georg Pedersen as Chief Mate, the *Gateway City* left Hong Kong on her final voyage. The itinerary was Singapore, Bangkok, returning to Hong Kong where

she was to be scrapped. It was with mixed feelings that Georg posted the sailing board in Bangkok, July 11, 1978, for the final sea passage.

Once at sea, the crew was busy taking inventory and moving paint, new mooring lines, wires, good tools, and other stores into a container to be put ashore in Hong Kong and used on other Sea-Land ships.

On the second day out of Bangkok, July 13, 1978, at 1640 in Lat 07° 36' N, Long 106° 48',



Inset - Boat with refugees as it approaches the Gateway City, July 13, 1978. Refugees in their boat as seen from the deck of the Gateway City.



Deck Officers aboard the Gateway City: L-R: Captain Marcus, Chief Mate Georg Pedersen, 2nd Mate Nathan Loden, Jr, 3rd Mates Thomas Howard and Herbert Perz

a small boat was spotted waving a large white flag and heading directly toward the *Gateway City*.

The ship was stopped to let the boat come alongside and as expected, it was full of Vietnamese refugees. The Captain told Georg that this could not have happened at a

worst time with all the work that needed to be completed before Hong Kong. He told him to go down onto the boat and talk to them, and tell them "they can have all the food, water, and fuel they need, but we cannot take them onboard."

In Georg's words, "All eyes were on me when I entered the boat with men, women and children jammed in a small boat with unsanitary conditions. Their spokesman told me they had been sailing around for five days dodging the Thai fishermen known for robbing the refugees for everything they own and raping the women. They had been at sea for five days and were completely out of water and food. He also told me that several large ships had sailed past them without stopping."

Georg went back onboard and explained

their situation to the Captain and suggested not to leave them there. The Captain agreed and told Georg to take charge. He was to get them onboard one at a time, get their names and passport or ID number. There was a total of 51 refugees, from age 2 to 54. There were 22 men, 11 women and 18 children. After a meal and a chance to shower, the women and children were given the spare rooms, and the men slept in empty containers on deck.

The next morning, the men helped with the work that had to be completed before arrival. One of them was good behind the typewriter and typed all the refugees' names making it very formal. He also typed the inventory list for items going ashore in Hong Kong in care of Sea-Land.

The *Gateway City* arrived in Hong Kong 3 days later. Because of the refugees, the Port Authority kept the ship at the Quarantine Anchorage for 24 hours before being allowed to dock at the terminal in Kwai Chung. Sea-Land made arrangements to transport the refugees by bus to a refugee camp in downtown Kowloon.

After the cargo was discharged, everyone was paid off and issued airline tickets to the port of engagement or cash in lieu thereof. A wrecking gang came aboard, killed the plant and towed her away. Georg said, "It is fitting that a ship like the *SS Gateway City*, on her final journey to the graveyard, became the instrument of rescuing the Vietnamese boat people and giving adults and children a chance for a new life."

Part II - What Happened to the Survivors?

Captain Georg Pedersen kept his list of names of the 51 Vietnamese refugees that were on that overcrowded boat in the South China Sea in 1978. Over the years he attempted to find out what happened to the survivors by distributing the list to the Vietnamese community first in the San Francisco Bay Area and then in the Puget Sound Area. He never connected with any of the refugees.

In July, 2018, a new neighbor, Larke Witten was visiting Georg at his Magnolia/

Seattle home. She noticed a photo of Georg and the refugees. After hearing the story, she volunteered to help find the refugees. Having done a great deal of genealogy research, Larke started immediately and concentrated her search on the youngest person in the photo, 2-year-old Minh Nguyen. The next morning, July 13 exactly 40 years to the day of the rescue, Georg was on the phone with Minh. Minh lives near Chicago and is married with two children. This initial contact led to Minh's father, Khoat Nguyen, sending Georg the following email the same day:

July 13, 2018

Hello Mr. George:

My name is Khoat van Nguyen. I was one of the 51 people who were rescued by Gateway City ship on July 13, 1978 at the open sea when we sought to escape from the communist in Vietnam. I was the first person to set foot on Gateway City ship and talk to the staff to call for help.

I saw one of the picture that you took with me, my wife and my two years old son in my arm. This picture reminded me of unforgettable story.... I remember when the Gateway City ship met our ship on international water, at that time we were almost exhausted, no hope and nowhere to know. My wife prayed to be rescued or the whole family died together, but the Lord heard the prayer and send you and your ship to save us. Thanks GOD, thanks Gateway City ship personnel and especially thanks Mr. George.

After arriving in the US, we live in the suburbs of Chicago and often remember our benefactors who saved us. I have the home address of the Captain of the Gateway City who lives in California. I wrote him once, but no reply, and since then I only remembered you guys in memory, however we always prayed for



On deck Khoat van Nguyen holding his 2 year old son Minh, Chief Mate Georg Pederson and Khoat's wife Tu



L-R: Thomas, Michael, Khoat, Tu, and Minh at their home near Chicago celebrating Khoat's 70th Birthday

you and pray to God for your generosity.

My family now has 3 boys, all graduated from college and become American citizens exemplary contribution to society. We think you can be proud of your help for our family and for all 51 people on July 13, 1978. I wish that someday I will see you so that we can remember together the memories of 40 years ago.

Represented 51 people saved by your ship, Sincerely thank you again May God bless you always...

Continued page 31 >>>

Why Icebreakers Are Vital

The MARITIME EXECUTIVE

Op-Ed By
Matt Hein
Reprinted courtesy
Maritime Executive

On the week before Christmas 2017, the USS *Little Rock* left Buffalo, New York on her maiden voyage to her future home port in Florida. The crew of the newest Littoral Combat Ship in the Navy proudly entered the port of Montreal seven days later as part of a goodwill port visit between the United States and Canada. A frigid cold snap sank in while *Little Rock* sat pier-side and the St. Lawrence river froze over three weeks earlier than anticipated. Commercial icebreakers, frequently used to navigate the St. Lawrence river, were unable to operate after January 11 due to ice thickness, and the riverway was closed to traffic by the St. Lawrence River Authority. The *Little Rock*, the newest ship in the Navy, left Montreal nearly three months later once ice levels decreased sufficiently for the river authority to allow commercial icebreaker operation.

The story of the *Little Rock* unfolds across the Arctic, albeit on smaller scales, as climate change provides unprecedented access to the region. Fishermen push farther north, cruise lines dare to operate through the Northwest Passage, merchant shipping increasingly travels along Arctic routes, and native communities are forced to travel greater distances to maintain subsistence traditions. Within American waters the Coast Guard is solely responsible for providing mariners with safety from the elements, illicit activity, and man-made disasters. With limited resources they accomplish their mission in the areas they are able to access. With only two operable icebreakers the Coast Guard is unable to safely conduct their mission in regions which are increasingly accessible due to receding ice levels. This gap in capability exacerbates international and economic consequences of an increasingly accessible Arctic against American interests. To conduct sustained Arctic operations in the national interest new icebreakers are needed and soon.

Current Capability

The U.S. Coast Guard lists three active commissioned icebreakers; USCGC *Polar Star*, *Polar Sea*, and *Healy*. Of the three, only the *Polar Star* and *Healy*



U.S. COAST GUARD PHOTO BY PETTY OFFICER PRENTICE DANNER

The USCG Icebreaker Healy working in the Arctic.

are capable of Arctic operations. The *Polar Sea* suffered major propulsion problems in 2010, relegating it to a spare part depot for the *Polar Star*, and where both ships are over 10 years past their designed service life of 30 years. Furthermore, *Polar Star* is reserved to ensure access to McMurdo station, rendering *Healy* the only commissioned vessel to access Arctic ice-covered regions.

The Coast Guard has 11 statutory missions, nine of which pertain to the Arctic and require icebreaking capability. The *Healy* solely executes these missions from the sea. In 2017 these missions included extensive research with 40 embarked scientists, ice breaking patrols miles north of the Alaskan coast, and search and rescue (SAR) training. These missions also include protection of marine living resources, drug interdiction, search and rescue, and migrant interdiction, which haven't required persistent icebreaking capabilities in the recent past. Increasing levels of human activity in the Arctic indicate those missions are increasingly relevant and the recent dearth of those mission sets reflects a period of good fortune rather than trends to be continued. Finally, the Coast Guard allots 185 "Days Away from Homeport" (DAFH) per ship per year, including transit time and port visits to actual on-scene operations. Budgeting *Healy's* DAFH reveals, optimistically, an icebreaker availability during only one-third of every year. The Coast Guard's Arctic icebreaking forces are very capable but extremely limited. They are being asked to do more now and will be asked to do even more in the future, but this will far outstrip existing resources.

Why Icebreakers Matter

Rapidly decreasing ice levels and increased human activity in the Arctic change the mission from seasonal operations to a year-round endeavor. Historically, Arctic patrols occur during warmer months when activity levels necessitate a Coast Guard presence. In 2012 a record low minimum sea ice extent was observed, followed closely by record low sea ice maximum extent in 2016. Those changes allow higher levels of human activity throughout the year, requiring a concomitant increase in icebreaking capability.

stant year-round icebreaking capability.

The lack of capability immediately threatens U.S. interests in the region including energy security, disaster response, and Maritime Domain Awareness. In the winter of 2011 Nome, Alaska nearly ran out of fuel used for heating and cooking. A Russian ice-hardened tanker managed to break through extensive inshore ice to provide refueling but no American assets were able to provide similar services. The refueling shows a fortunate coincidence of Russian capability and American need, however, an alternative scenario can be easily imagined. Privatized icebreakers such as the *Aiviq*, an ocean-going tug owned by Dutch Shell Oil company, provide extremely limited ability to assist off-shore developments in production and disaster response.

In congressional testimony, following the 2010 British Petroleum Deepwater Horizon oil spill, USCG Admiral Thad Allen stated the Coast Guard doesn't have enough icebreakers to respond to a major spill north of the Alaskan coast. The World Wildlife Foundation models spills in oil and gas producing regions, such as the Barents and Beaufort Seas, and claims the ecological damage of those potential spills is greatly exacerbated by a lack of access which is in turn worsened by a lack of icebreakers. Maritime Domain Awareness requires constant monitoring via multiple sensors and engagement from multiple platforms. Much of this can be accomplished by remote sensing but human knowledge and experience on how to operate in Arctic environments cannot be replaced. The crew of the *Healy* comprises the majority of American government maritime experience in Arctic ice-bound environments, revealing a major gap in Maritime Domain Awareness. These examples project the need for more icebreakers to operate in the Arctic,

although many needs already go unmet.

A 2011 report by the Department of Homeland Security Inspector General found the Coast Guard delinquent in meeting four interagency icebreaking missions including persistent assured access for the Department of Defense, fisheries enforcement, search and rescue, and winter research for the National Science Foundation and National Aeronautics and Space Administration. In total, governmental agencies made 32 requests for icebreaking services from

current budget constraints. The Coast Guard High Latitude Mission Analysis Report in 2010 concluded six icebreakers (three medium and three heavy) are required to meet mission demands in the Arctic and Antarctic. That same report cites four core missions as the minimum requirements driving icebreaker acquisition: Arctic West Science, Arctic North Patrol, McMurdo Station resupply, and Polar Freedom of Navigation missions. The consensus of multiple sources is that specific Arctic missions are going unmet and the minimum procurement requirements to close that gap illuminate the desperate need for more icebreakers.



U.S. COAST GUARD PHOTO

A dive tender from the USCG Icebreaker Healy monitors the line connected to ice divers studying creatures living on the underside of the Arctic Sea ice

International Implications

Among Arctic nations the United States uniquely lacks robust icebreaking capabilities. Russia already boasts an icebreaking fleet 46 strong, including seven nuclear-powered vessels. Other nations, such as Finland, Canada, and Sweden all employ seven or more icebreakers, providing sufficient capability to operate routinely in Arctic waters. This disparity

in capability opens the door for external intervention against American interests in the Arctic and challenges American leadership on Arctic issues.

The icebreaker gap exacerbates traditional maritime issues such as freedom of navigation and commerce by predetermining which nations can access waterways. Russia notably exploits this difference in the North Sea trade route where merchants may transit, aided by Russian icebreakers, for a hefty toll. Icebreakers further enable Arctic nations to conduct regular commerce in the Arctic during times the U.S. is unable to without their assistance. Additionally, as the Little Rock incident shows, ice heavily limits military mobility. The lack of domestic

The Coast Guard has eleven statutory missions, nine of which pertain to the Arctic and require icebreaking capability.

the *Healy* in 2017, only 25 of which went fulfilled. Central to each deficiency is icebreaker availability, and even more requests could have been filed. Using the aforementioned "Days away from Homeport" allotment provided by the Coast Guard, a minimum of three icebreakers is required to provide persistent access and capability in the Arctic.

Critics contend that procuring more icebreakers is optimal but untenable within

Continued next page >>>

Icebreakers >>> Cont'd from Page 27

icebreakers makes freedom of navigation vulnerable to the whims and interests of countries with the capacity to outdo U.S. efforts. Ongoing international arbitration over Arctic economic claims under the United Nations Convention on the Law of the Sea could become a moot point if nations able to access disputed areas do so unilaterally and lay de facto claim to the resource rich region.

Freedom of access to Arctic areas has broader implications than the immediate effect of restricted access. International institutions are resource driven. Those who hold relevant resources in an international organization (such as NATO) are able to drive the agenda for how those resources are used. To date, the Arctic Council has passed three binding agreements. Two of those agreements, on search and rescue and maritime oil spill response, pave the way for icebreaker-laden states to take larger roles in the implementation of those agreements. If the United States is unable to match resource contributions for these efforts then the U.S. bargaining position for future Arctic Council resolutions will be significantly hampered.

It might seem that parity in the number of icebreakers is a worthwhile outcome. However, icebreaker parity with Russia is an undesirable and unachiev-

able goal for American Arctic operations. The Arctic is central to the Russian way of life, demanding more and better ways to cope. An American icebreaking fleet simply needs the ability to access areas in pursuit of national interests and contrib-



Coast Guard Icebreakers escort a supply ship near McMurdo, Antarctica. The Polar Star is second in line while the now-incapacitated USCG Icebreaker Polar Sea leads.

ute to international efforts under existing agreements. Given the relative size of the American Arctic coastline and population compared to other Arctic countries

Critics contend that procuring more icebreakers is optimal but untenable within current budget constraints.

a small but capable icebreaking fleet is sufficient to ensure American interests.

Funding and Procurement

The lack of action to date stems from a lack of funding and not recognition of the need. The Coast Guard traditionally lacks the independent funding to procure icebreakers or other large-scale

expenditures. Consequently, large Coast Guard acquisitions frequently partner with the Navy Shipbuilding and Conversion Fund (SCF) to make the size of those acquisitions tenable within the context of the Coast Guard's meager budget. The Coast Guard's Procurement, Construction, and Improvement Fund is responsible for

all new purchases and upgrades of the Coast Guard's entire fleet with only a \$1.54 billion budget. Conversely, the Navy was appropriated over \$20 billion in 2017 explicitly for new ship construction. Icebreaker procurement considerations are included in the Navy's new shipbuilding budget as part of a "block-buy" contract system. Under a block-buy system procurement costs over multiple years provide the total cost of a project as it is built. This process, combined with fixed cost contracts, helps decrease the total cost of the project and budget demands on a yearly basis. The Consolidated Appropriations Act of 2018 allots the Navy's Shipbuilding and Conversion



Fund \$150 million for domestic construction of a heavy polar icebreaker to be built and transferred to the Coast Guard. This initial step is crucial, but insufficient, toward reestablishing an icebreaker fleet.

Detractors argue that foreign construction or leasing provide the best path to more icebreakers. The first option happens to be illegal, requiring a waiver from the president for foreign construction of military platforms. The political component of the equation removes the likelihood that foreign construction is viable considering domestic shipyards are capable of producing these ships. Additionally, domestic production provides domestic shipbuilding experience, a significant factor in reduced costs for purchases of multiple icebreakers.

Because of those learned efficiencies projections for purchase drop nearly \$200 million as additional platforms are purchased. Leasing is similarly constrained by the lack of available assets on the global market to provide medium to heavy icebreaking capability.

To lease a heavy icebreaker it would have to be built, a process that takes a comparable amount of time to building them domestically. The only commercial ice-

breaker available for lease, the Aiviq, has a poor track record of performance, including responsibility for the grounding of a drilling rig in 2012 when it lost propulsion. For legal, political, and marketplace reasons leasing and foreign

...leasing and foreign construction are untenable options for meeting American icebreaker needs.

construction are untenable options for meeting American icebreaker needs.

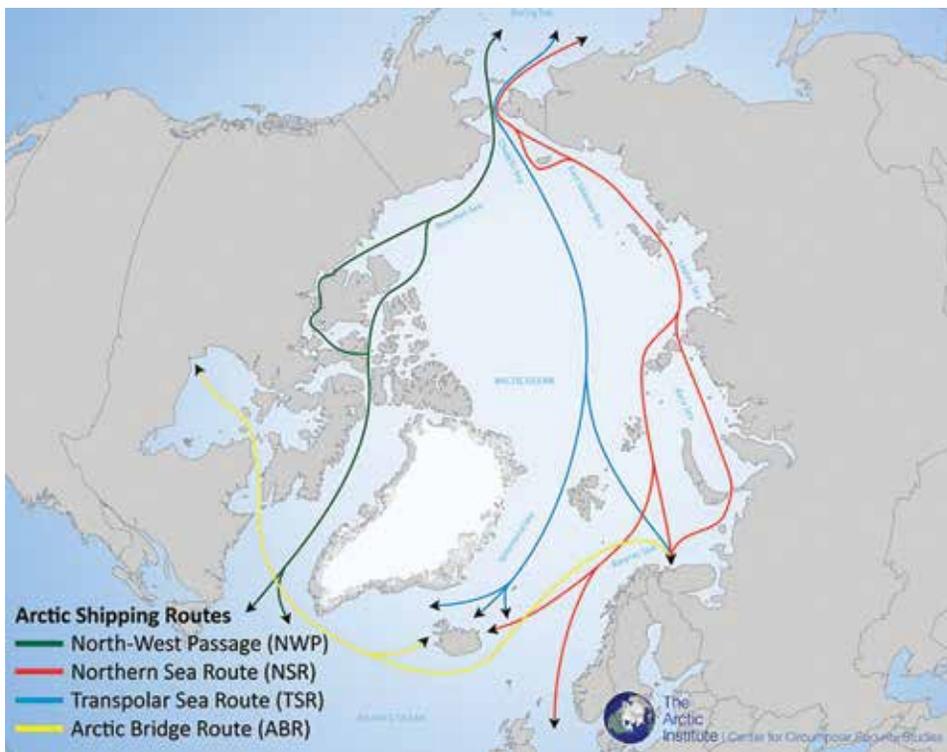
Conclusion

Climate change provides unprece-

dent Arctic access but much of the region remains restricted by ice. The United States Coast Guard uses icebreakers to meet that challenge. Established icebreaker levels fail to meet current interagency demands and are projected to meet even fewer of those demands. International icebreaker competition has immediate economic first-mover consequences and institutional repercussions for nations with adequate Arctic resources. Building heavy icebreakers in the short-term to complement Healy proves the most tenable option while meeting the minimum requirements for Arctic capabilities and international obligations. In a resource-constrained budgetary environment prioritization of other interests prevented purchase of replacement icebreakers. Recent steps toward expansion of the icebreaker fleet are encouraging but remain insufficient to meet the minimum

force level needed for persistent American Arctic presence. *Matt Hein is a Surface Warfare Officer currently studying for his Masters in Security Studies at Georgetown University. He can be found on twitter @ Matt_TB_Hein. These views are presented in a personal capacity*

Editor's Note: The USCG and the Icebreaker Healy may take exception to the author's description of the resupply of fuel oil to Nome in Dec. 2011 (page 27). While no US ice hardened tankers were available, the Healy cleared a path through the ice and led the Russian tanker Renda into Nome. The Renda could not have reached Nome without the help of the Healy.



The Arctic Institute: Center for Circumpolar Security Studies: <https://www.thearcticinstitute.org/about-us/>

Safety II – What Went Right?

by The Loss
Prevention Team,
Britannia P&I
Club, Reproduced by
permission

RCA (Root Cause Analysis) and KPI (Key Performance Indicators) became part of everyday operations, both on board and ashore.

A Master now has to regularly report about the ship's safety performance to the newly established role of the Designated Person Ashore (DPA), and the DPA determines the overall safety level by calculating whether the ship complies with the safety KPIs. Safety is now defined as: the fewer the number of accidents the higher safety standard on the ship. However, as ship operations have become more complex is this approach still adequate?

Defining safety based on an absence of accidents and incidents has been common for most industries since the concept was introduced in the 1960s. This theory, known as Safety-I, is based on a reactive approach, where accidents are investigated in order to identify a root cause and other contributory factors and faults, which can then be eliminated or mitigated in the hope of preventing similar accidents. A safety system is regarded as functioning correctly when no accidents occur over a certain period of time, and malfunc-

tioning when an accident does occur. Safety-I was developed at a time where ships were less advanced, there were fewer and simpler support systems for the master, and performance requirements were less demanding. At that time safety systems were seen as being either functional or non-functional. However, as ships have become more advanced and operations more complex it has become increasingly important to understand why some operations and actions result in an accident, but similar operations are completed without any problems.

This resulted in the development of the Safety II theory. While more commonly used in aviation than shipping it

(accidents) can occur. Safety-II sees the crew as a resource necessary to achieve flexibility, with the ability to adapt to different situations – also referred to as resilience or variability. Under Safety-II, the purpose of an accident investigation, besides identifying the root cause, would be to try and understand how and why actions and processes work correctly in order to understand and explain why they occasionally go wrong.

A simplified example, which highlights the differences between Safety-I and Safety-II, is that of a ship that sustains heavy weather damage. A Safety-I investigation identifies the root cause as the Master's failure to reduce speed when

passing through the heavy weather, resulting in ship being damaged. Under Safety-II, rather than looking at the isolated incident, similar cases are analyzed where other ships experience equally heavy weather but do not sustain any damage. These ships do not reduce speed but use the available weather information service in a different more proactive way, re-routing in order to avoid the worst of the weather conditions and preventing damage to the ship. This preventive measure could easily have been overlooked if the focus was just on the isolated damage incident.



PHOTO BY JULIE KEIM OF COMPASS COURSES MARITIME TRAINING

High level training with the proper equipment could ensure that things go right in an emergency such as a fire onboard.

has been adapted to some extent by the oil and gas and the cruise industries. Where Safety-I looks at why things go wrong Safety-II looks at why things go right. Safety-I often considers the crew to be a liability and a reason why errors

Another example includes navigational audits, which a number of companies have introduced. These are often focused on the watch keeping officer's ability to comply with company navigation procedures, however under Safety-



II additional time would be allocated to additionally assess the officer, using the principles of behavior-based safety. Similarly, for near miss reporting, company procedures could include the option to also report on good practices.

It is important to emphasize that Safety-I and Safety-II represent two complementary views of safety and are not incompatible. Many everyday tasks are often a combination between the two approaches. Applying Safety-II is not meant to be more time consuming and, when implemented fully, should give the master and crew more freedom to act in accordance with their training, based on the human ability to adapt to different situations, and not constrained by too many procedures. Safety-I is also still to some extent necessary for compliance, as a low frequencies of accidents may still indicate a high safety standard - or maybe not?

By understanding why things go right companies can achieve the proactive approach needed to raise ship safety to a new standard. High level training with the proper equipment could ensure that things go right in an emergency such as a fire onboard.



PHOTO BY JULIE KEIM OF COMPASS COURSES MARITIME TRAINING

In water survival training can lead to a successful outcome during a real emergency.

*About Britannia
Established in 1855, Britannia was the first P&I Club in the market and remains a leader in the International Group of P&I Clubs. It has held its prominent position by focusing on providing an excep-*

tional standard of service for the benefit of its members based on the essential values and principles of mutuality combined with commercial strength. More information about the Britannia P&I Club can be found at: www.britanniapandi.com

Gateway City >>> Cont'd from page 25

Khoat Nguyen

Captain Pedersen responded to Khoat by sending him a copy of his book: My 48 Years at Sea, From Deck Boy in Denmark to Captain in America. On July 22, Georg and his wife Nina received a second email from Khoat Nguyen:

Georg,

Thank you for sending me your book and the original list of the 51 people that I provided you 40 years ago. Although only 3 pages of your book talk about saving the refugees like us, but it took me several hours to read those 3 pages because while reading, I was thinking about what happened to us 40 years ago. In my mind appeared the images of my family as well as everyone on the ship

being rescued and all benefactors on the ship Gateway City... Those wonderful images will never fade in my mind. This story will be told to my grandchildren and you will be remembered from time to time. Again, I sincerely thank you. My fam-

ily to be happy and healthy. I promise I will read your book again and again and will think about you always. Hope that someday I will have time to come to see you and Nina and your family. Khoat Nguyen and wife Tu Nguyen

“All eyes were on me when I entered the boat with men, women and children jammed in a small boat...”

ily and 51 refugees owed you an unpaid debt. The only thing we could do is to remember you and pray for you and your

Thanks to the crew of the SS Gateway City and their maritime professionalism and compassion for these desperate refugees the amazing story of survival, rescue, and relocation has a new chapter. As noted by the emails and photos sent by the Nguyen family, they will always remember the kindness shown to them in their time of need. This would not have happened without Captain Pedersen’s perseverance.



Empowering Women in the Maritime Community – World Maritime Day 2019

“Empowering Women in the Maritime Community” has been selected as the World Maritime Day theme for 2019. This will provide an opportunity to raise awareness of the importance of gender equality, in line with the United Nations’ Sustainable Development Goals (SDGs), and to highlight the important contribution of women all over the world to the maritime sector.

The Council of the International Maritime Organization (IMO), meeting for its 120th session at IMO Headquarters in London, endorsed the theme, following a proposal by IMO Secretary-General Kitack Lim.

“IMO has a strong commitment to helping achieve the Sustainable Development Goals (SDGs) and continues to support the participation of women in both shore-based and seagoing posts, in line with the goals outlined under SDG 5: ‘Achieve gender equality and empower all women and girls,’” Mr Lim said.

“This theme will give IMO the opportunity to work with various maritime stakeholders towards achieving the SDGs, particularly SDG 5, to foster an environment



in which women are identified and selected for career development opportunities in maritime administrations, ports and maritime training insti-

tutes and to encourage more conversation for gender equality in the maritime space,” Mr. Lim said.

While shipping has historically been a male dominated industry, IMO has been making a concerted effort to help the industry move forward and help women achieve a representation that is in keeping with twenty-first century expectations. This work has been focused through IMO’s gender and capacity building programme, which is now in its thirtieth year.

Back in 1988, few maritime training institutes opened their doors to female students. IMO was in the vanguard of United Nations specialized agencies that forged a global programme known as the Integration of Women in the Maritime Sector. Carried out over several phases, it put in place an institutional framework to incorporate a gender dimension into IMO’s policies and procedures, with resolutions adopted to ensure access to maritime training and employment opportunities for women in the maritime sector.

“Today, IMO’s newly renamed, Women in Maritime programme is going strong. Empowering women fuels thriving economies across the world, spurs growth and development, and benefits all of us working in the global maritime community as we strive towards safe, secure, clean and sustainable shipping,” Mr. Lim said.

Female graduates of IMO’s global training institutes, the World Maritime University (WMU) and the International Maritime Law Institute (IMLI) are today working as maritime administrators and decision makers. They have a positive impact as role models in encouraging new female recruits. IMO also supports the empowerment of women through gender-specific fellowships; by facilitating access to high-level technical training for women in the maritime sector in developing countries.

IMO has supported the creation seven regional associations for women in the maritime sector across Africa, Asia, the Caribbean, Latin America, the Middle East and the Pacific Islands. Access to these regional networks have provided members with a platform to discuss gender issues; a golden thread of worldwide maritime communication and improved implementation of IMO instruments.

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IFSMA Moves to New Headquarters



by
Captain Cal
Hunziker
IFSMA Vice
President
#2457-RU

Publications of interest to mariners can be found on the IFSMA website (www.ifsma.org). These include Best Management Practices (BMPS),

Global Counter Piracy Guidance (GMBP), Maritime Anti-Corruption Network (MACN) and are published by the International Maritime Organization (IMO). They have been produced with significant input from IFSMA. It is important to note, that IFSMA or one of its representatives (read member countries and/or affiliates) attends every meeting, subcommittee meetings, and working group meetings that concern the master, vessel safety, navigation, and the carriage of cargo. Briefing papers with Commodore Scorer's notes can also be found on the IFSMA website under IMO Reports.

As seafarers, we visit a multitude of maritime nations. Many countries have memorials to seaman who have never returned; most are for those lost during wartime. While attending the latest IFSMA meeting, I took a picture of the Memorial to the 12,000 Merchant Navy sailors who have no grave but the sea. It is located across from the Tower of London and near Trinity House, where we held our first two days of meetings.

IFSMA held its Executive Committee meetings in London, UK on September 18-20, with a special Annual General Assembly (AGA) on the 19th. The AGA was held to discuss and ratify changes to IFSMA's Constitution and By-Laws. These



PHOTO BY CAPTAIN CAL HUNZIKER

Memorial to the Merchant Navy in London, England Inscription at top reads: 1914-1918 - "To the glory of God and to the honour of twelve thousand of the Merchant Navy and Fishing Fleets who have no grave but the sea."

changes had previously been reported to CAMM's AGM in Galveston, where they were moved and approved by the assembly. As CAMM's IFSMA representative, I was proud to cast an affirmative vote for the changes at the special AGA, and they were approved by a super majority of the member countries for all five resolutions. (See *Sidelights*, June 2018, pg 41)

During the ExCo meeting on Tuesday, September 18, we discussed IFSMA's move from our former headquarters on Lambeth Road to One Birdcage Walk. The move was promulgated by IFSMA's landlord, the Marine Society raising the rent 100% for the 2018/2019 contract year. As it is, the move to the new facilities gives IFSMA much superior WiFi and electronics venues that will assist in keeping in contact with its member associations. The ExCo members also discussed the financial conditions of IFSMA and the positive impact on its budget. The move went well and IFSMA is now settled at the new office in Birdcage Walk. The location is in the middle of London, close to Westminster Abbey, Houses of Parliament and Buckingham Palace. IFSMA'S new address is: IFSMA, C/O IMarEST, 1 Bridcage Walk, London,

SW1H 9JJ, United Kingdom; Telephone: +44 (0)20 7261 0450; Email: HQ@ifsma.org; Website: www.ifsma.org. Visitors by appointment only please as security is very strict at our new office.

It was announced that with the medical treatment that Commodore Scorer is receiving, he is able to continue his duties with IFSMA on a less limited basis. While this is good news, IFSMA will continue a search for a new Commodore. The search will be based on the outcome of the Special AGA.

Thursday's meeting was dedicated to next year's ISC 2019 meeting to be held in New Delhi, India. IFSMA will hold its AGA concurrently with the ICS 2019 Congress. We discussed were the venue, hotels, transportation, call for papers, costs and revenue. The planning committee has laid a good foundation and is moving forward.

Any CAMM members having an issue they would like IFSMA to pursue or an item to put forward at IMO, please contact CAMM's president, Captain Jeff Cowan (captcowan@mastermariner.org). After vetting the request through the Board of Governors, it will be passed to me for consideration by IFSMA. Safe Seas and Fair Winds. ⚓

Classification Societies Using Drones for Inspections



IFSM
Newsletter

Earlier this year the Korean Register of Shipping (KR*) – an IACS member classification society

Gyeongnam Geochang. The two organizations now plan to work together on future technological developments.

“We are delighted to announce that we can now offer full ship inspection

enhance their businesses prosperity.”

Moving forward, KR plans to provide services using a variety of different drones to expand its inspection service areas.

To offer high quality and more diverse services to more clients, KR will carry out further research and development into the relevant technology, while vetting and registering more secure service suppliers around the world, particularly in the People’s Republic of China and across Asia. * KR, a world-leading, technical advisor to the maritime industry, safeguarding life, property and the environment through the pursuit of excellence in its rules and standards has a comprehensive network of more than 60 offices with headquarters in Busan, ROK.



PHOTO: KOREA REGISTER OF SHIPPING ©

Using a drone to inspect ships.

– announced that it is now conducting inspection services using drones, responding to the industry-wide trend to use more un- manned technology.

It is reported that the new service which has been successfully trialed and now launched, follows extensive collaboration and research conducted with the University of Gyeongnam Geochang, Republic of Korea.

Inspection by drone will save KR’s customers time and money and will enhance the safety of the organization’s workforce, it is understood. Inspection is conducted on- board, in and around ships and many of the inspected areas are high risk and difficult to access safely by other means.

Furthermore, with inspections carried out using drones (UAV, otherwise unmanned aerial vehicle) and underwater drones (ROV remotely operated vehicle), such efforts will form an important part of the decision-making and assessment process for KR’s surveyors, complimenting their traditional surveying skills.

After researching the possibilities and technology available, KR successfully completed a series of tests using camera-equipped drones for ship inspections, and at the same time established a registration process for service suppliers, including the University of

services with camera-equipped drones, employing the very latest technology. This development will be a significant advantage for our customers, saving their time and capital resources as well as increasing efficiency and safety at the worksite, which I hope, will in turn improve competitiveness across the shipping industry,” said Lee Jeong-kie, Chairman and CEO of KR.

“This is just the latest development in KR’s continuous efforts to identify and develop new practical ways to meet our clients’ needs, and to

IMO and Maritime Autonomous Surface Ships (MASS) Operations - MSC 99 16-25 May 2018

At the end of May IMO announced that it had commenced work to look into how safe, secure and environmentally sound Maritime Autonomous Surface Ships (MASS) operations may be addressed in IMO instruments. In week ending 26 May the organization's senior technical body, the Maritime Safety Committee (MSC), endorsed a framework for a regulatory scoping exercise, as work in progress, including preliminary definitions of MASS and degrees of autonomy, as well as a methodology for conducting the exercise and a plan of work.

For the purpose of the regulatory scoping exercise, Maritime Autonomous Surface Ship (MASS) is defined as a ship which, to a varying degree, can operate independently of human interaction.

To facilitate the progress of the regulatory scoping exercise, the degrees of autonomy are organized (non-hierarchically) as follows (it was noted that MASS could be operating at one or more degrees of autonomy for the duration of a single voyage):

1. Ship with automated processes and decision support: Seafarers are on board to operate and control ship-board systems and functions. Some operations may be automated.
2. Remotely controlled ship with seafarers on board: The ship is controlled and operated from another location, but seafarers are on board.
3. Remotely controlled ship without seafarers on board: The ship is controlled and operated from another location. There are no seafarers on board.
4. Fully autonomous ship: The operating system of the ship is able to make decisions and determine actions by itself.

As a first step, the scoping exercise will identify current provisions in an agreed list of IMO instruments and assess how they may or may not be applicable to ships with varying degrees of autonomy and/or whether they may



Maritime Autonomous Surface Ship

preclude MASS operations. As a second step, an analysis will be conducted to determine the most appropriate way of addressing MASS operations, taking into account, inter alia, the human element, technology and operational factors.

The MSC, which was meeting for its 99th session from 16- 25 May, established a correspondence group on MASS to test the framework of the regulatory scoping exercise agreed at the session and, in particular, the methodology, and report back to its next session, MSC 100 (3-7 December 2018).

The Correspondence Group will test the methodology by conducting an initial assessment of SOLAS regulation III/17-1 (Recovery of persons from the water), which requires all ships to have ship-specific plans and procedures for recovery of persons from the water; SOLAS regulation V/19.2 (Carriage requirements for carriage of shipborne navigational equipment and systems); and Load Lines regulation 10 (Information to be supplied to the master).

If time allows, it will also consider SOLAS regulations II- 1/3-4 (Emergency towing arrangements and procedures) and V/22 (Navigation bridge visibility).

The Committee further invited interested Member States and international organizations to submit proposals related to the development of interim guidelines for

MASS trials to its next session, MSC 100.

Treaties under consideration

The list of instruments to be covered in the MSC's scoping exercise for MASS includes those covering safety (SOLAS); collision regulations (COLREG); loading and stability (Load Lines); training of seafarers and fishers (STCW, STCW-F); search and rescue (SAR); tonnage measurement (Tonnage Convention); and special trade passenger ship instruments (SPACE STP, STP).

IMO in 2017 adopted Strategic Directions for the Organization, including one on the integration of new and advancing technologies in the regulatory framework - balancing the benefits derived from new and advancing technologies against safety and security concerns, the impact on the environment and on international trade facilitation, the potential costs to the industry, and their impact on personnel, both on board and ashore.

Speaking at the opening of the MSC meeting, IMO Secretary-General Kitack Lim highlighted the importance of remaining flexible to accommodate new technologies, and so improve the efficiency of shipping. He reflected: '...while at the same time keeping in mind the role of the human element and the need to maintain safe navigation, further reducing the number of marine casualties and incidents.'

Spill Preparedness in the North West Pacific

IMO is supporting regional cooperation on oil and hazardous and noxious substances (HNS) spills in the Northwest Pacific region. IMO's Co-Roel Hoenders is taking part in meetings of the Marine Environmental Emergency Preparedness and Response Regional Activity Centre (MERRAC) taking place in Incheon,

Republic of Korea (17-20 July). The Centre was originally established by IMO and UNEP to create effective cooperative measures to spill response under the Northwest Pacific Action Plan (NOWPAP)*.

Mr. Hoenders presented IMO's recent work and achievements in environmental protection, highlighting ratification and implementation of the Inter-national

Convention on Oil Pollution Preparedness, Response and Co-Operation (OPRC-90) and its Protocol relating to spills involving HNS. The meeting also included discussions on practical assistance provided by MERRAC during recent incidents; the development of an information sharing platform on oil and HNS spills; outcomes of recent oil spill exercises; and upcoming new projects.

MERRAC operates in a similar way to so-called Regional Activity Centers (RACs) supporting regions such as the Mediterranean Sea, through REMPEC, and the Wider Caribbean Region, through REMPEITC-Caribe.



Oil spills devastate marine life including shellfish.

The close cooperation between IMO and UN Environment, through the RACs in different sea basins, supports Member States' efforts in addressing the United Nations Sustainable Development Goal 14 on conserving and sustainably using the oceans, seas and marine resources for sustainable development.

**NOWPAP involves member countries China, Japan, the Republic of Korea and Russian Federation, and is one of the 18 UN Environment (UNEP) Regional Seas Programs worldwide.*



IMO Press Briefing

Maritime Security and Autonomous Ships

IMO Secretary-General Kitack Lim has highlighted the Organization's work and response to a changing maritime security landscape. Speaking at the 'Maritime security in the 21st century' symposium at the Brazilian Naval War College, Rio de Janeiro (20 July), he said that "threats to the port and shipping sectors are constantly evolving and so is IMO's response" and emphasized that "IMO is addressing the digital revolution in all aspects of its work".

Autonomous vessels, known as Maritime Autonomous Surface Ships (MASS), was one of the issues raised

by the Secretary-General, who said that IMO is currently assessing regulatory aspects in this field, which includes looking into the subject from the aspects of safety, security, legal liability, responses to incidents and marine environment protection. The Secretary-General also highlighted the Organization's growing concerns about cyber security, and the potential vulnerability of ship's onboard information technology and operational technology systems. Mr. Lim went on to emphasize that the maritime industry can both drive and support a growing economy and help achieve a truly

better world, and that, therefore, safe, secure shipping is key to a far wider constituency than just the industry itself.

In a technical side event on MASS, IMO's Chris Trelawny also spoke about the issue, giving an outline of how the regulatory process at IMO works, and that a correspondence group looking into the issue had been established at IMO's Maritime Safety Committee (MSC 99) and started its work. IMO welcomes input from its Member States into the group, which is undergoing a scoping exercise on the current regulatory landscape relating to MASS.

Monitoring and Enforcement of Ballast Water Convention

Identifying organisms and microbes in ballast water, as well as monitoring port marine life where ballast water may be released, are key for countries preparing to enforce IMO's Ballast Water Management Convention. The treaty entered into force globally on 8 September 2017 and aims to counter the threat to marine ecosystems by potentially invasive species transported in ships' ballast water.

A regional workshop in Batumi, Georgia (3-5 July) concluded after it provided participants from nine countries* with theoretical and practical training in compliance, monitoring and enforcement of the Convention. The workshop also delivered training on how to plan and conduct a port biological baseline survey using standardized protocols as well as how to conduct a risk assessment. These baseline surveys aim to provide inventories of marine life in and around commercial ports frequented by ships carrying ballast water, to determine if there are any non-indigenous species which have been introduced and provide a baseline of biological data against which future changes can be measured. To support port State control for implementation of the BWM Convention, IMO has published a video on ballast water sampling and analysis, which can be viewed at: <https://www.youtube.com/watch?v=My2BE2S3wig>

IMO's role in protecting marine biodiversity was highlighted at the United Nations Environment Management Group (EMG) Nexus Dialogue on Biodiversity held in Geneva, Switzerland on Mat 2nd and 3rd. In every region, the survival of species is increasingly threatened, both at sea and on land. IMO's Megan Jensen reminded participants of IMO's role in supporting the targets of the United Nations Sustainable Development Goal (SDG) 14 on the oceans, and in helping

to address biodiversity loss, through its shipping regulations and recommendations.

Non-native species can be spread from ocean to ocean via ship. They may be carried by way of ballast water or attach to the hull and other parts of a ship (fouling). IMO's Biofouling Guidelines address bio-invasions via ships' hulls. Furthermore, the IMO treaty on Anti-fouling Systems helps ensure that any systems used to combat fouling on ships does not harm the environment.

IMO has implemented the GEF-UNDP-IMO GloBallast project, which supported countries to ratify and implement the BWM Convention, and is currently preparing a new global project (the GEF-UNDP-IMO GloFouling Partnerships Project) to support the implementation of the biofouling guidelines. Ms. Jensen highlighted the need to raise awareness of biodiversity issues across many agencies within governments and across many

different non-governmental stakeholders, each with differing priorities. The Nexus Dialogue provided the opportunity to explore how biodiversity could be successfully communicated in various settings.

**The Workshop was attended by 35 participants from Azerbaijan, Bulgaria, Georgia, Kazakhstan, Republic of Moldova, Romania, Russian Federation, Turkmenistan and Ukraine*



Non-native species can be spread ocean to ocean by ship's ballast water or attached to their hull.

NTSB Releases New *El Faro* Video

On September 18, 2018, the National Transportation Safety Board (NTSB) released a 15-minute video that summarizes the NTSB investigation of the October 1, 2015, sinking of *El Faro* and the loss of all 33 mariners aboard. It examines the NTSB's determination of the cause of the accident and discusses associated recommendations to improve

marine safety. The video also highlights the three missions undertaken to retrieve

the voyage data recorder and document the wreckage at a depth of 15,000 feet beneath the ocean surface. To view this video and others concerning the sinking of the *El Faro* go to:

https://www.nts.gov/investigations/Pages/2015_elfaro_jax.aspx





Dedicated to supporting and strengthening the position of American Master Mariner

Join forces with America's Master Mariners

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

CAMM's issues are your issues

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

CAMM advances the professional profile of our industry

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

CAMM builds partnerships

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

Representation at IMO through IFSMA

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

CAMM is on your side

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

CAMM supports maritime education

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

Apply at www.mastermariner.org/membership

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



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



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



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





Membership Application

The Council of American Master Mariners, Inc.

I, _____, 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"/>

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

Vessel Served	GRT	Route(s) (dock/harbor sea bouy)	License Issuing Authority	R	S
				<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 Zeluff, CAMM Membership Chair, 3774 Tennyson St., San Diego, CA. 92107-2410. Email: Captzeluff@us.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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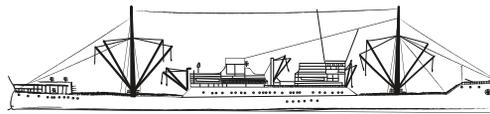
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