



\$4.00 USD

Sidelights

April 2012

Vol. 42, Nº 2

Written by Masters & Pilots, for Masters & Pilots

2012 Annual General Meeting NW Passage and Arctic Shipping



**Master experiences Armed Response Teams on recent
voyage through Gulf of Aden**

Perspectives on the COSTA CONCORDIA

**NOAA Navigation Response Teams
may face elimination**

IFSMAs reports on IMO sub-committees

Published by the Council of American Master Mariners, Inc.

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.



The Council of American Master Mariners, Inc.

Annual General Meeting

Professional Development Conference

May 9-11, 2012 ☆ Seattle, WA USA

Hosted by the Seattle / Pacific Northwest CAMM Chapter

PDC Speakers*

J. Penelope Goforth

Maritime author and researcher.
Presentation on NW Passage

Captain Beverly Havlik

USCG, Icebreaker program

LCDR Dave Zezula

NOAA Chief of Pacific Hydrographic
Branch, Northwest Passage Charting

Curtis Ebbesmeyer, Ph.D.

Oceanographer, Tracking the Pacific
Ocean Debris from Tsunamis

Invited Speakers*

Pacific Maritime Institute

Ice Navigation

Representatives from

Company of Master Mariners of
Canada; Canadian perspective on
Arctic Shipping

USCG District Commander

Invited as Gala Keynote Speaker

*Subject to change

Event Chairperson:

Capt. Richard Klein

captklein@mastermariner.org

Sponsorship Opportunities Available

Northwest Passage & Arctic Shipping

Professional Development Conference

Presentations and discussions on the Northwest Passage and Arctic shipping and the challenges facing mariners including routing, ice navigation, charting, politics, safety and more.

Business Meeting

Vote on CAMM Positions and proposals moving CAMM forward. CAMM positions are used as our voice in Congressional matters and International Conventions through IFSMA and the IMO.

Gala Dinner

Formal evening with Keynote Speaker, the Lalonde Spirit of the Seas Award Presentation, Introduction of 2012-2014 National Officers, and recognitions.



Conference Agenda

Registration

Registration forms are now available on the CAMM website. Follow the links to 2012 PDC & AGM. Please be sure to register early; registrations are due **April 15, 2012**.



PDC Dinner aboard **QUEEN OF SEATTLE**

The *QUEEN OF SEATTLE* is an old fashioned sternwheeler with a working steam engine. Guests will be allowed to visit below and view the steam engine working. We will be touring Lake Union and up to the Government locks for a 2 ½ hour trip which includes a catered dinner.

Activities / Day Trips

Golf: For early arrivals, bring your clubs and join us for a round of golf, staggered start, on Wednesday at 1000 hrs.

Guest Tour: Spouses and guests are invited to "Ride the Ducks" touring Seattle and waterways on Thursday.

Venue and Accommodations



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HOTELS

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www.redlion.com

1-855-515-1144

Code: CAMM0509

Rate: \$159.99 + taxes
(per night, room only)

- 3 blocks from the Monorail (takes you to the Space Needle)
- 3 blocks to great shopping like Westlake Plaza, Nordstrom, & Pacific Place
- 5 blocks from Pike Place Market
- 2 blocks from light rail (SEA airport)



Annual General Meeting Professional Development Conference

Print and return the registration form today!

www.mastermariner.org

Registration and room bookings due April 15, 2012

Wednesday May 9

Golf Outing

\$50 per person, cart, fees & lunch included
Mt. Si Golf Course
1000 hrs staggered start

CAMM Welcome Reception
Red Lion Downtown

Thursday May 10

Professional Development Conference

\$65 per person, lunch included
Guest Speakers

Guest Tour - Ride the Ducks
\$40 per person, includes transportation

Dinner & Evening Social
\$40 per person, includes transportation
QUEEN OF SEATTLE
Lake Union, Seattle

Friday May 11

Annual General Meeting

\$65 per person, lunch included
Officer Reports
Council Business
Strategic Plan
Views & Positions Discussion

Gala Dinner

\$60 per person
Keynote Speaker

Lalonde Spirit of the Seas Award
Presentation

Introduction of 2012-2014
National Officers
Recognitions



The Council of American Master Mariners, Inc.



MAILING ADDRESS

P.O. Box 5034
Lynnwood, WA 98046-5034

NATIONAL OFFICERS

President

Captain Cal Hunziker

capthunziker@mastermariner.org
253-862-7493

First Vice President

Captain Liz Clark

captclark@mastermariner.org
954-781-0183

Second Vice President

Captain Vic Faulkner

captfaulkner@mastermariner.org
360-798-9530

Treasurer and Secretary

Captain Donald Moore, Jr.

captmoore@mastermariner.org
425-775-2331

North Atlantic Regional Vice President
OPEN

South Atlantic Regional Vice President

Captain Jerome Benyo

captbenyo@mastermariner.org
727-791-0313

Gulf Regional Vice President

Captain Robert A. Phillips

raphillips60@aol.com
504-737-6619

South Pacific Regional Vice President

Captain Klaus Niem

captniem@mastermariner.org
707-255-6567

North Pacific Regional Vice President

Captain Carl Johannes

captjohannes@mastermariner.org
206-448-3433

Immediate Past President

Captain Tom Bradley

captbradley@mastermariner.org
360-901-1257

APPOINTMENTS & CHAIRS

BOG at Large

Captain Warren G. Leback

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Committee Chair

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Positions Committee Chair

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Finance Oversight Committee

Captain David Williams

Captain Gussie Roth

Captain Don Mercereau

North Atlantic Region

NEW YORK / NEW JERSEY

Chapter Inactive

Anyone interesting in restarting this chapter, please contact National President Capt. Cal Hunziker.

BALTIMORE / WASHINGTON

Captain Joe Hartnett, President

410-867-0556
capthartnett@mastermariner.org

Meetings at 1130 monthly, except June - August. Steady date TBD. Pilot Maritime Center (3rd Floor) 3720 Dillon Street, Baltimore, MD.

Mailing Address: P.O. Box 700
Edgewater, MD 21037-0400

NORFOLK / HAMPTON ROADS / TIDEWATER

Chapter Inactive

Anyone interesting in restarting this chapter, please contact National President Capt. Cal Hunziker.

Gulf Coast Region

NEW ORLEANS

Captain Karl Jaskierny, President

504-737-4849

Meetings at 1200 on the 2nd Thursday of each month, except July and August at Don's Seafood Hut, 4801 Veterans Blvd., Metairie, LA.

Mailing Address: 8112 Ferrara Drive
Harahan, LA 70123

MOBILE BAY

Captain Pete Booth, President

850-456-2400
pbooth@bellsouth.net

Meetings on the 2nd Tuesday of each month at 1330. Ryan's Grill, Buffet, & Bakery, 4439 Rangeline Road, Mobile, Alabama.

Mailing Address: 615 Bayshore Drive #408
Pensacola, FL 32507-3565

HOUSTON

Captain Michael J. Mc Cright, President

captmccright@mastermariner.org

Meetings on the 2nd Thursday of each month, September - April. TAMUG Blue Room, Galveston, TX.

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

South Atlantic Region

PORT EVERGLADES / MIAMI

Captain David Goff, President

561-392-5476
captgoff@mastermariner.org

Meetings at 1200, the 3rd Wednesday of the month, except July and August. Location varies, so please call or check website for current location.

Mailing Address: 1106 S.W. 12th Road
Boca Raton, FL 33486

TAMPA BAY

Captain David H. Williams, President

352-637-1464
captwilliams@mastermariner.org

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

Mailing Address: 1760 E. Littleton Ct.
Inverness, FL 34453

North Pacific Region

SEATTLE / PACIFIC NORTHWEST

Captain Richard Klein, President

425-746-6475
captklein@mastermariner.org

Meetings at 1130 on the 1st Thursday of each month. Rock Salt Steaks and Seafood, Lake Union, 1232 Westlake Ave. N, Seattle.

Mailing Address: PO Box 99392
Seattle, WA 98139

COLUMBIA RIVER

Captain Vic Faulkner, President

360-798-9530
captfaulkner@mastermariner.org

Meetings are at 1200 on the 2nd Friday of each month. Red Lion Inn at the Quay in Vancouver, WA (I-5 and the Columbia River).

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

South Pacific Region

LOS ANGELES / LONG BEACH

Captain David Boatner, President

805479-8461
captboatner@mastermariner.org

Meetings at 1200 on the 2nd Tuesday of each month, except August. Ante's Restaurant, 729 S. Ante Perkov Way, San Pedro, CA.

Mailing Address: 533 N. Marine Ave
Wilmington, CA 90744-5527

SAN FRANCISCO BAY AREA

Captain Klaus Niem, President

707-255-6567
captniem@mastermariner.org

Meetings on the 1st Tuesday of each month, 11:30, Sinbad's Pier 2 Restaurant in San Francisco, south of Ferry Building.

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

In This Issue



ON THE COVER

The U.S.-Flag *SUNSHINE STATE*.
Photo by Captain Terry Jednaszewski.

SIDELIGHTS

4605 NW 139th Loop
Vancouver, WA 98685
360-901-1257
sidelights@mastermariner.org

EDITOR-IN-CHIEF

Captain Tom Bradley

EDITORIAL BOARD

Capt. Tom Bradley	Capt. John Konrad
Capt. Pete Booth	Capt. Ron Meiczinger
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CONTRIBUTORS

A.K. Bansal	Tuuli Messer-Bookman
Tom Bradley	Donald Moore, Jr.
John A. C. Cartner	Jan Newton
Peter Chelemedos	Klaus Niem
Jackson Davis	Sinclair Oubre
Michael Henderson	Tom Stapleton
Cal Hunziker	Douglas Subcleff
Rodger MacDonald	Will Watson
John McCann	Paul Willers
George Marshall, Jr.	

COPY EDITORS

Davyne Bradley	Pat Moloney
Liz Clark	Klaus Niem

DESIGN & LAYOUT

Davyne Bradley

PRINTING

Sir Speedy Largo

ADVERTISING MANAGER & ADMIN

Capt. Tom Bradley
captbradley@mastermariner.org
360-901-1257

TO SUBMIT MATERIAL

We welcome your articles, comments, illustrations and photographs. Please email or send your submissions to *Sidelights* Chair Capt. Tom Bradley at the above address. All submissions will be reviewed, but are not guaranteed to be published.

PUBLICATION DEADLINES

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

View From the Bridge

6

President Captain Cal Hunziker reflects on the past four years and a recent visit to the *TITANIC* exposition in San Diego reminds him of human elements of sailing today. He ends with an invitation to Seattle for CAMM's Professional Development Conference and Annual General Meeting in May.



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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.



Captain Cal Hunziker
CAMM National
President
#2457-R

BON VOYAGE

It is with a mixture of sadness and joy that I write this last *View From The Bridge*. As I reflect over the past four

years, I note the many gains and losses that life is brought myself and CAMM and the maritime community as a whole. CAMM has grown in stature and recognition not only in the United States but internationally as well. We have gained new membership within our ranks and look forward to continued success under new leadership. Conversely, we have lost many of our friends and comrades as the years have passed. They are gone but not forgotten and their contributions to our organization have made it stronger. It is my hope that the younger men take the helm at CAMM will carry on the traditions that were laid down before them.

he came out of the forecastle where he started at the age of 13, in 1871. At the age of 21, Smith passed his second mate's license and in 1875 his master's license at the age of 25. At the age of 26 he commanded his first sailing vessel, the *LIZZIE FINNELL*, hauling guano from Peru. He joined White Star Lines in 1880 sailing as fourth officer. He rose through the ranks and got his first White Star command at age 37 on the passenger ship *REPUBLIC*. From there on, Captain Smith was given command of larger and larger vessels and his reputation grew among the "rich and famous" of the time as the millionaires captain. Although known as a "Safe Captain", he was also known to drive his vessels even in foul weather. Unfortunately, his need to maintain maximum speed finally did him in. The "Safe Captain" lost his ship and his life by pushing too hard one time too many.

A story was relayed to me today about an interview by Barbara Walters of Captain Joe Hazelwood. In the interview, Walters asked Hazelwood how he felt about his name being associated with the greatest oil spill in America. Captain Hazelwood in return ask her if she knew who Captain Edward Smith was. She replied that she didn't know the name and Captain Hazelwood informed her who he was. Yes, those of us in the industry know who Captains Smith and Hazelwood are, but most outside

the industry do not. To tell the truth, I wouldn't want anyone in the industry knowing my name for either of those actions. Never forget, our job as master on merchant ships are first and foremost the safety of our vessel, cargo and crew. As I leave this post, I wish you all fair winds, following seas, a safe harbor and a career that you can be proud of when you retire.

As you are aware, the 2012 AGM is being held in Seattle. It is my sincere hope to see many of you there from all our port chapters. I know that the Seattle chapter has a full and interesting program laid out for both captains and spouses. From golf on Wednesday to a dinner cruise on Thursday, and the gala dinner on Friday will be a hit for everyone. Of course, the PDC, with its emphasis on the Arctic passage and Arctic navigation will be a must see. The business meeting on Friday should also be interesting, with reports on piracy and criminalization. For those who have an extra week, the cruise season to Alaska starts that weekend and National Maritime Week concludes with the Tug Boat races in Elliot Bay on Saturday. Come and enjoy Pacific Northwest hospitality.

Captain Calvin C. Hunziker



Secretary's Report

Submitted by Captain Don Moore, Jr.

Preparations continue for the AGM to be held in Seattle in May 2012. The Seattle Chapter is putting together what looks like an informative, entertaining and enjoyable AGM. Details can be found elsewhere in this publication.

Election Ballot cards and member Proxy Cards were sent out to all active members who were current in dues as of 12/31/2011. Those who were in arrears will be receiving these ballots when their dues are paid.

As of 2/29/2012 there were 826 active members listed in our data base. Of this number, 464 have responded with required dues and completed personal data sheets. That leaves 362 members who have not responded. I am hoping to see the vast majority of this number received by the time the AGM comes around.

We have collected a total of \$28,551. This represents \$24,030 in dues, \$2,636 in raffle ticket sales, \$240 in new member application fees, \$70 in personal donations, and \$1,575 in advertising in *Sidelights*.

We have had some luck so far this year collecting back dues. Dues received breakdown looks like this:

- 2010 dues = \$120
- 2011 dues = \$1,140
- 2012 dues = \$22,650
- 2013 dues = \$120

Our ongoing new member drive continues to show progress. We have signed five new members since the last issue of *Sidelights* and have upgraded another from special to regular membership status. One of our new members is the first ever CAMM Cadet member. A list of the new members approved is published on page 8. Remember, if you recruit three new members, you will receive a break in your dues for the next year.

Our mailing of *Sidelights* advertise-

ment solicitations continues to show interest. Captain Tom Bradley, *Sidelights* Editor asks all hands to submit to him contact names of any one in the Maritime Related Field that could be approached for ad sales.

As of 03/06/2012 we have collected \$1,575 and we are expecting a lot more to come in the near future.

This column will be my final column submitted to *Sidelights* as National Secretary/Treasurer. My tour will end with the elections to be held at our AGM in May.

I consider myself to be very grateful to be associated with The Council of American Master Mariners, and especially to serve as a National officer for the last seven years. I have met and worked with many terrific individuals.

I will continue to be active in the National organization, and I will lend a hand in the Seattle chapter. Thank you for making my tour of duty as your Secretary/Treasurer an extremely pleasant one.

Sidelights Committee

*Submitted by Captain Tom Bradley,
Committee Chair*

As this is my last issue of *Sidelights* as Editor-in-Chief, I want to say thank you for allowing me to serve as editor and remind you of what *Sidelights* has become. It is the best marketing tool the Council has ever had, it increased national and world-wide knowledge and awareness of CAMM, and helped to bring in more members than ever before. Through *Sidelights*, the members were kept apprised of Council news, happenings and issues that affects mariners today, especially for those who cannot attend chapter meetings regularly. History of members' service to our country were recorded with their recounts of times at sea.

I believe we have set a standard that

will be hard to beat. My thanks, too, to the many contributors and supporters who were vital to *Sidelights'* success. My hope is that you continue with your support.

Seattle / PNW

*Submitted by Captain Douglas Subcleff
Chapter Secretary*

Seattle PNW Chapter Vice President, Captain Chuck Lund, was the officer in charge for the February meeting. He started off with a gracious welcome to all. Captain Cal Hunziker provided a brief summary of Council news that included an update on the situation with the imprisoned Bulgarian shipmaster in Panama and talked about what will be published in the February issue of *Sidelights*. Captain Lund provided the latest details about the Council's annual meeting to be held in May in Seattle. Captain Doug Subcleff showed a short YMTA promotional DVD, followed by a review of the lessons learned from the cruise ship *COSTA CONCORDIA* disaster.

There was no guest speaker scheduled for February, so we tried something else. We asked everyone in attendance to either write down or speak about something that they appreciated or remembered about their spouse from those sea-going days. Everyone responded; some by writing on a note card and some by standing up and sharing a story. It made for an interesting afternoon.

The Chapter recognized Mrs. Debbie Lund for her work in support of the Seattle PNW Chapter. Debbie has often volunteered her time to assist the Seattle Chapter with many tasks, from envelope-stuffing for the chapter treasurer to the creation of her unique Super Bowl baskets for the raffle.

The March meeting began with a congratulatory round of applause to Captain Peter Chelemedos in recognition of his

Continued on page 8 >>>

Council>>>*Continued from page 7*

90th birthday (Feb 10th). Peter continues to amaze us with his many maritime recollections. The meeting included a presentation by Captain Richard Klein about his work with the American Bureau of Shipping on a barge modification job in a Bellingham shipyard. The work is part of a massive energy company project that is being planned for potential exploration off the north-

ern coast of Alaska. An offshore drill rig named the *KULLUK* is now at Vigor Shipyards in Seattle and will soon be departing for these waters.

The Chapter held a moment of silence in honor of Georgia O'Neill, who passed away on February 22nd at the age of 90. Georgia had worked many years at the Seattle MM&P union hall and was friends with many CAMM members. On February 4, 2010, at our February

Chapter meeting, the Seattle Pacific Northwest Chapter of the Council of American Master Mariners announced a special Recognition Award to be presented to Georgia O'Neill for her many years of service at the Seattle MM&P union hall. At this particular meeting, it did not take long for a few stories to be shared. Captain Mel Flavel remembered how Georgia would give him a call about having some lunch and he knew then that he might be shipping out soon. Pat Hartle recalled the retirement planning assistance Georgia gave her husband, Larry Gellerman, whose last job was as a Port Captain for Matson. Donald Moore recalled how, years ago, Georgia would let his kids play with her typewriter during a visit to the Hall and that now, it is a computer instead of a typewriter that Kathy (Georgia's replacement at the MM&P) lets the next generation of kids play on. Georgia was unable to make it to the luncheon due to an ear infection,



PHOTO: DOUG SUBCLEFF



PHOTO: DOUG SUBCLEFF

Left: Mrs. Debbie Lund, recognized for her work in support of the Seattle PNW Chapter. Above: Captain Peter Chelemedos, who celebrated his 90th birthday, is all smiles as he receives their raffle prize from Captain Moore.

INTERNATIONAL ORGANIZATION OF
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New Members

- 3258-R Captain **Jeremy Allen** of Wilkes Barre, PA
*Congratulations! Upgrade from Special to Regular
Recently completed maiden voyage as Master
Sponsored by Captain Liz Clark, #997-L*
- 3322-R Captain **John E. Taylor** of Houston, TX
*Shoreside Operations Management; BP Shipping
Sponsored by Captain Jack Carroll #2844-R*
- 3323-R Captain **James Joseph Brady** of Bellevue, WA
*Columbia River Bar Pilot
Sponsored by Captain Daniel Jordan, #2698-R*
- 3324-A Captain **Timothy R. Browne** of Deerfield Beach, FL
*Former small tug master, involvement in Great Lakes
Maritime Industry and memorial.
Sponsored by Captain Dave Goff, #1885-R*
- 3325-A Ms. **Pat Hartle** of Seattle, WA
*American President Lines, Ret.;
Active in many local maritime organizations.
Sponsored by Captain Donald M. Moore, #1513-L*
- 3326-A Cadet **Nathaniel K. Lammers** of Traverse City, MI
*Student at Great Lakes Maritime Academy,
targeted graduation date on 01/30/2014
Sponsored by Captain John Konrad #3205-S*

Triple our Membership Drive

*Sponsor 3 approved new members and be eligible to
earn a free year's membership dues!* Membership appli-
cations are available online at www.mastermariner.org.
Applicants must include a copy of their current U.S.C.G.
license for timely processing.



so former Seattle Chapter President, Captain Andy Subcleff, volunteered to visit with Georgia at her house that same day. He presented her with a bouquet of flowers and the Recognition Certificate. Georgia was overwhelmed by all of the attention. She really appreciated the handwritten notes to her from the meeting. She said she thoroughly enjoyed her work at the MM&P. She also described all the seafarers she had worked with over the years as "They were the greatest bunch of guys you'll ever know!"

Columbia River

*Submitted by Captain Tom Bradley
Chapter Member*

Meetings continue to be at the Red Lion at the Quay in Vancouver the second Friday of the month. At our February meeting, we elected our officers for the year 2012: Vic Faulkner, President; Dan Jordan, VP; and Bill Good, Secretary/Treasurer. Complying with the by-laws of the chapter, we assigned the elected officers as the three members to be co-signers for the bank accounts. We set the calendar for the upcoming year for business and meetings. We are looking forward to the new year and working with our new members from Astoria.

We voted to forego meetings for June and July, and will resume in August with a meeting in Astoria, Oregon.

San Francisco Bay Area

*Submitted by Captain Klaus Niem
Chapter President*

At our January meeting, we had nine of our usual suspects in attendance. We discussed the upcoming America Cup event with a changing of the San

Francisco waterfront.

Due to lackluster membership attendance, Captain Chriss Carson suggested to dedicate one monthly luncheon with members from the SF pilots, APL, Matson, MSC, Mobile Oil and Exxon. Of course the luncheon/business meeting will be open to all CAMM members.

At our February luncheon, we hosted Captain John Prince, Chief of Staff to Admiral Castillo of the 11th USCG District, as our guest speaker. Captain Prince's Power Point presentation included information about the various USCG vessels, from the oldest to their newest Endurance Cutters and their various duties, including Homeland Security. It was amazing to see that some of the old buoy tenders are still functioning.

The membership observed a moment of silence in memory of the untimely deaths of Captain Frank Madeiros and Mrs. Cay Gedney, wife of past CAMM President Captain Chick Gedney. Frank and I had sailed on the *CALIFORNIAN* ex *ANGELA PETRIE*. The *CALIFORNIAN*, a wine tanker, was employed in the Intercoastal trade with many funny stories to tell about her and her crew.

Los Angeles / Long Beach

*Submitted by Captain Dave Boatner,
Chapter President*

The Los Angeles / Long Beach Chapter meets at noon the second Tuesday of the month [except August] at Ante's restaurant in San Pedro. We usually have anywhere from 6 to 10 members in attendance. Although our chapter has lost a few great captains during the last several years, members still take an active interest in their profession and encourage all Masters living or visiting in the area to participate in our monthly meetings.

Houston

*Submitted by Captain Micheal J. McCright
Chapter President*

At our February meeting, we elected the 2012 slate of officers and turned over

Captain John Prince, Chief of Staff to Admiral Castillo of the 11th USCG District and CAMM member Captain Ehrling Carlsen at San Francisco Bay Chapter's February meeting.

the change of watch to President, Captain Michael McCright and VP, Captain Joe Perry. Secretary Captain Gussie Roth and Treasurer Captain Wayne Farthing retained their positions.

Meetings have returned to TAMUG when the Academy is in session, September thru April.

The March meeting marked our first back in TAMUG's Blue Room in Galveston with four members and 8 cadets present. Mr. Mike Usher, Pilot Board Compliance Manager at the Port of Houston Authority, was our guest speaker. Mr. Usher has over 37 years of experience in the maritime industry and holds a 1600 GRT USCG license, a First-Class Pilot license, and is an IMO-certified Marine Investigator. He gave us a very positive and upbeat discussion on the Port of Houston, and their ongoing marine operations and expansions. After an extended question and answer session, the meeting was adjourned.

Our next scheduled meeting is April 12 with Captain Jim Cleary speaking on MARAD and their role in operating ships in time of war and peace, and in times of crisis.

New Orleans

excerpted from newsletter

Our February meeting was attended by 13 members and guests at the Global Maritime Ministries Port Ministry Center. Many thanks to Chaplain Philip Vandercook for all his efforts and a good time was had by all. Our March meeting will return to our normal location, Don's Seafood Hut in Metairie.

Tampa Bay

excerpted from Tampa's CAMMLetter

The February 14th, 2012 CAMM Tampa Bay Chapter luncheon meeting was called to order at 1215 hours with twelve members and one guest present. Captain Jerry Benyo gave a brief report on IFSMA activities and forthcoming meetings. Captain Dave Williams discussed the brunch meeting at Mimi's Café on Saturday, March 24th at 1030 hours.

Continued on next page >>>





PHOTO: CHRIS YEARWOOD

Dr. Captain John A.C. Cartner, CAMM member and shipmaster turned maritime lawyer, spoke to Baltimore/D.C. members on the latest developments of the two paramount subjects facing the Master, piracy and the criminalization of mariners.

Council>>>Continued from page 9

Our guest speaker, Jim Blenkhorn, was introduced by Captain Dave Williams. Mr. Blenkhorn presented an interesting talk about his experiences while working

at Bath Iron Works Shipyard located in Bath, Maine. He was involved in contracts, design and construction as well as the delivery of both naval and commercial vessels. Jim is a graduate of Maine Maritime Academy.

We are sorry to report that Captain John Garrott, #471-L, Cross'd The Final Bar in January 2012. Captain Garrott was a long time member of the Tampa Bay Chapter and a retired Port Captain for Farrel Lines. The chapter extends it's heartfelt condolences to his family.

Baltimore / Washington DC

*submitted by Captain Joe Hartnett
Chapter President*

The Chapter held its February meeting at the National Press Club in Washington D.C. on February 23, 2012 with 11 members and two guests present. Author and

Captain John A.C. Cartner spoke to the group on the latest developments of the two paramount subjects facing the Master, piracy and the criminalization of mariners.



TAMUG Cadets

We are pleased to report the cadet group is now growing; Cadet Wakefield has now stepped up to be TAMUG CAMM Chapter President, with new recruits Owens, Coleman, and others coming aboard.

Mobile Bay New York / New Jersey Port Everglades / Miami

No reports submitted. ☆

Watchkeepers Report

USCG National Maritime Center (NMC)

by Tuuli Messer-Bookman, #3293-S

Mariner Training and Assessment Data Program

The final testing of the Mariner Training and Assessment Data program (MTAD) is complete and the National Maritime Center will make MTAD available to designated school representatives beginning January 3, 2012. NMC envisions a Merchant Mariner Secure Electronic Application System that provides a single point of entry for the maritime industry in support of the merchant mariner credentialing process.

The MTAD program allows designated school representatives to enter student course completion information via the Coast Guard's "Homeport" website. Course completion information is then merged with the mariner's electronic record and is readily available to NMC Evaluators.

To register for a Homeport account, please submit an email request to NMCMTAD@USCG.MIL. Email account requests must contain a scanned letter on school letterhead designating school representatives who require accounts (those who will be conducting data entry). Include position, email address and phone number for these personnel. The letters must be signed by the school president, director, CEO or similar school official.

Registered users will receive an email containing a username and password with a link to the Homeport website.

For additional information, please contact the NMC MTAD Administrators at NMCMTAD@USCG.MIL.

Processing of Merchant Mariner Credentials for mariners not needing a TWIC

Because security checks and collection of biometric data for mariners seeking Merchant Mariner Credentials (MMCs) were traditionally conducted as part of the TWIC application, any mariner seeking to renew their MMC was also required to obtain a TWIC, even if a TWIC was not required by their job.

Under a new policy (CG-543 Policy Letter 11-15), the USCG is allowing certain mariners to renew their MMCs without having to first get their TWIC. This policy applies to mariners who are inactive, or not operating under the authority of their credential, or those who are serving aboard vessels that are not required to have security plans. Mariners seeking an original MMC or who have never held a TWIC will still be required to obtain a TWIC, as that is the only process under which the USCG collects bio-metric data from applicants.

Notice on Implementation of 2010 Amendments to STCW

The USCG has published notice in the Federal Register announcing steps for implementation of the 2010 amendments concerning rest and security-related training requirements. Details can be found at www.gpo.gov/fdsys/pkg/FR-2012-01-04/pdf/2011-33818.pdf or by contacting Ms. Mayte Medina at 202-372-1406 or Mayte.Medina2@uscg.mil.

As always, information from NMC can be found at <http://www.uscg.mil/nmc>. ☆



Annual General Meeting Business update

Professional Development Conference

The PDC will feature discussion on the NW Passage / Arctic shipping and the challenges for mariners including routing, ice navigation, politics, safety, and more.

As of publication date, we've confirmed four speakers and have invited a representative from Canada to talk about the Canadian perspective of the Northwest Passage, Pacific Maritime Institute to present on ice navigation. For our Gala Dinner Keynote Speaker, we've *invited* a District Commander from the USCG to speak on Arctic Shipping and the Northwest Passage.

Afterwards, we'll set sail aboard the largest steam powered paddle wheeler west of the Mississippi, *QUEEN OF SEATTLE*, for a salmon dinner and cruise.

National Officer Nominations

Officers have been officially nominated for 2012-2014 and ballots were mailed to current members. Only ballots returned to the P.O. Box will be counted. Please note the change of North Atlantic VP nominee to Captain Frank Zabrocky, #1964-R of Darien, CT.

Constitution & By-Laws

No changes submitted for 2012.

Views & Positions

Please review the views and positions on CAMM's website. Submit thoughts and new views to committee chair Lyn McClelland at lyn@mastermariner.org. Current positions will be reviewed and voted on to continue or drop (moot), and new views will be voted on.

As of publication date, no new views have been submitted for review.

Venue and Accommodations

See page 2-3 for details.

Registration

Event registration is separate from hotel accommodations. The registration form is on CAMM's website and must be returned no later than April 15, 2012.

Socials

Golf outing on Wed., May 9th, to the beautiful Mt. Si Golf Course, A 1000am staggered start at \$50 per person includes green fee, cart and lunch.

The welcome social at the Red Lion will be late afternoon / early evening with dinner on your own. Cuisine of many ethnics are within walking distance.

Thursday we will entertain spouses and companions with a Seattle tour aboard a "Duck". ☆



COMMODORE KENNETH ORCUTT #1385-R



Kenneth R. Orcutt, 86, died February 6th. Born in Whittier, CA, he graduated from California Maritime Academy in 1944 and sailed/worked for APL for 18 years. At age 25 he was assigned as their Port Captain in Hong Kong. While in his twenties, he sailed relief Master, with a permanent assignment on the *PRESIDENT BUCHANAN* by age 32.

After APL, he was a Panama Canal pilot for six years and returned to sea in the mid-60's with Seatrain Lines, which was later absorbed by Matson Navigation Lines in 1974. He retired in 1992 after 30 years as Master. His last command was the *MV RJ PFEIFFER*, and after 48 years in the maritime industry, 45 years in the Naval Reserve (CAPTAIN), and a distinguished career as Matson's longest-serving Commodore,

he retired. He was the 2010 recipient of the Lalonde *Spirit of the Seas* Award and was one of the early pioneers of ship-board calculators and PCs. He once declined an offer to take a shoreside position with Hewlett-Packard to write maritime software. He and his amazing wife, Patricia, were avid airplane pilots, who built and flew their own stunt planes. For the past 17 years they have funded a Memorial College Fund for disadvantaged high school students in Dayton, NV. He was a Master's Master and is survived by his loyal and loving wife of 31 years, Patricia. ☆

Please have a "Moment of Silence" for the following departed brothers.

- Captain **Olin Edwards, III** #234-R of Sag Harbor, NY, crossed 03/11/2011
- Captain **Robert Durgin** #330-L of Holland, MA, crossed 05/06/2011
- Captain **Joseph Houston** #374-L of el Cajon, CA, crossed 01/17/2011
- Captain **John Garrott** #471-L of Bayonet Point, FL, crossed 01/2012
- Captain **William E. Hooper** #767-R of Groves, TX, crossed 12/20/2010
- Captain **Donald Graham** #816-R of Falmouth, MA, crossed 10/2011
- Captain **Daniel Kozak** #974-R of Corpus Christie, TX, crossed 01/2012

The dignity of all people



by Father
Sinclair Oubre
CAMM Chaplain
#3220-A

ferry *DONA PAZ* had collided with the motor tanker *VECTOR* in the Sibuyan Sea among the islands of the Philippines. The death toll was set at 1,495 passengers and crewmembers. As days passed, there was total silence about what had happened, how many survived, and what was the cause of the greatest peacetime maritime disaster since the *TITANIC*.

I didn't see the name *DONA PAZ* until 1999, when I visited the *GLOBAL MARINER*, which was on a world-tour to focus the world's attention on the consequences of substandard shipping. One exhibit listed major maritime disasters. There she was on the top of the list, but now the death toll had dramatically increased. In the end, investigators concluded that the ship's passenger manifest failed to record most of the *DONA PAZ*'s passengers. In reality, 4,375 people had died.

In January of this year, we were overwhelmed with the drama playing out along the Italian coast. The *COSTA CONCORDIA*, with 4,200 passengers and crewmembers, was foundering. For weeks, news stories relayed every detail about the ship, the passengers, the crew, the captain, and those whose bodies were recovered. However, only 33 passengers appear to have died.

In comparing these two stories, I am

deeply troubled how the lives of 4375 Filipinos only garnered two minutes on NPR, while the loss of the *COSTA CONCORDIA* and 33 passengers and crewmembers continue to be a hot item forty-five days later.

This could have been a press anomaly, or an example of the information revolution that has taken place over the past twenty-five years. We now have the internet, twenty-four-hour news, Facebook, and much more. Maybe this doesn't really have anything to do with who died, but the power of the modern media.

Sadly, that's not the case. On February 2, 2012, the ferry *RABUAL QUEEN* sank off Papua New Guinea. Like twenty-five years before, I heard a short story on NPR, then nothing. When I google "*RABUAL QUEEN*," the stories dry up after only three days. Yet, the stories of the Italian passenger ship continue to flow.

Since the *COSTA CONCORDIA* foundered, 127 passengers and seafarers have lost their lives:

- **February 2, 2012** — Passenger *M/V RABUAL QUEEN* sinks carrying 350 people while on a voyage from Kimbe to Lae, PNG. 246 people were reported rescued, four bodies recovered, 100 are presumed to be dead.
- **January 31, 2012** — *M/V VERA* sinks off Turkey. Three crewmembers rescued, and nine are missing.
- **January 15, 2012** — 4,100-dwt *M/V EDIRNE* sank 5 km from the port of Durres, Albania. The vessel had taken on fuel there. One body was found. Two others, including the captain, are missing. Twelve men were rescued.

- **January 15, 2012** — 6,536-dwt Korean *M/V DOOLA No 3* exploded in waters 6 km northwest of Jawol Island, off Incheon. The vessel had been on its way back to the port of Daesan after unloading a cargo of gasoline at Incheon. Eleven seafarers are missing and feared dead.

Orthodox, Catholics and some Christian denominations are in the midst of the season of Lent. It is a penitential time. By prayer and ascetical practices, the penitent should shed himself or herself of the false gods that dominate his or her life. In the place of these false gods, he or she can see and live what is true. How wonderful it would be that to celebrate the great feast of Easter by seeing every human life has value whether the person is on a luxury cruise liner or a Filipino ferry.

My prayers are that you and your family will be greatly blessed in this holy time. ☆

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Cowardice and not going down with the ship for expiation are not unlawful



by Dr. Captain
John A.C. Cartner
#2574-R

I have written in this journal on several occasions about the phenomenon of seafarer criminalization.

Lest my suffering readers think otherwise, I will state clearly that not all cases where in a master is arrested are proximate state acts of criminalization. I have suggested that the master of *RENA* which grounded and capsized off New Zealand smacked of the beginnings of criminalization. To the great credit of that state, the rules of due process of law and the substantive criminal law have been carefully and meticulously applied to the master with no hint of criminalization seen yet.

The master of the *COSTA CONCORDIA* appears to be a case which, as the *RENA*, is not illustrative of criminalization. As the facts emerge daily some things are clear. The master was conning the ship. The ship grounded on a well-known reef. The master did not efficiently lead abandonment of the vessel and beyond violating some technical rules appears to have left the ship during those operations of which he was by law in charge. Charges have been proffered, but to the credit of the Italian judiciary some have been dropped for lack of evidence — for now — of the prosecutors. Further, the master is under house arrest and not jailed and appears to be treated humanely by the government.

One asks about the case. What was this man thinking? Therein may lie the answer. He apparently, as all modern masters, was well trained. He was well

experienced. He had been entrusted with a \$450 million ship and the souls aboard. However, an event of this scope is a once-in-a-lifetime happening. I make no excuses for him. I do think, however, that he did not know what to do as he began to comprehend the enormity of what was occurring. I think, frankly, he expressed that emotion that each of us has. He was so afraid he could not act rationally. Further, I think that he is not as bright as some others may be. Taken together he exacerbated his already bad situation. We have all been in paralyzing fear at sea — at least briefly. A person who has commanded a ship who says otherwise is not being wholly candid. The brevity of his man's fear lasted sufficiently long that he is now suffering the consequences of the facts arising, the law applied to those facts and its implications. He, as it is proper after such an event, is in serious trouble.

It is interesting that a moral side of his behavior keeps arising. The argument goes like this: This man was Master under God and he did not die with his ship therefore he is immoral. That is utter nonsense. Immoral he may be, but not because he did not go die. What has happened is horrible. He had no intent I think to do those deeds. People died. He had no intent, I think, to kill people. The ship is likely lost. He had no intent there, either. Should a man die because of misjudgement and intentional consequences? Conrad said, "*It is bad enough*

to die for commerce..." and in a harsh sense he was completely correct. We carry cargo (and people) for freights. Would the death of the man on the scene expiate his soul of immorality? Again, nonsense.

Another interesting phenomenon arises. He is charged in some quarters with cowardice. That charge too is nonsensical. Our masters are not naval officers who are paid not to be cowards and who have deadly coercion back of them if necessary to make sure they are not

We have all been in paralyzing fear at sea— at least briefly.

A person who has commanded a ship who says otherwise is not being wholly candid.

cowards. We carry trade goods. We protect no states or their governments with force and controlled violence. We do not go into harm's way unless we know the harm and the profit we might make if we do and the insurance company agrees. Our masters are not naval commanding officers. Bravery and valor is not in the job description. Of course cowardice has strong implications of immorality. Again, the man may have committed criminal acts. The wheels of justice are beginning to grind in the societal desire to exact just retribution. Immorality and cowardice however and not dying for commerce are not crimes.

So we will continue to watch this unfold. Many snippets will be leaked and
Continued on page 15 >>>

Flag states rally to support seafarers abused by pirates



by Will Watson
#3256-A
Maritime Journalist

Financial price tag of piracy tops \$7 Billion during 2011

While it is anecdotally known that seafarers are suffering brutal abuse at the hands of pirates operating in the Indian Ocean, Gulf of Guinea and other areas, there has been no central repository for information relating to this pattern of brutality... until now.

Last year, the Oceans Beyond Piracy (OBP) project, funded by the One Earth Future Foundation, held a series of working group meetings. One outcome was an ongoing series of reports on the financial cost of piracy. Another outcome was a document called the Declaration Condemning Acts of Violence Against Seafarers. The Declaration, better known as The Washington Declaration, was

information from the reports that specifically identifies seafarers, their ships and vessel owners and operators. But, for the first time, this process will allow for researchers, scholars, journalists and others to find the true impact of piracy—the abuse of seafarers.

Now, a fourth flag State, the Commonwealth of the Bahamas, has signed the Declaration. The world's fourth largest flag state signed the Declaration at a luncheon ceremony hosted by the Women's International Shipping and Trading Association (WISTA) at the Connecticut Maritime Association (CMA) sponsored Shipping 2012 conference in Stamford. But the IMB isn't satisfied with just having the Big Four on record as opposing pirate brutality.

The IMB is taking the Declaration to the International Maritime Organization (IMO) in May in hopes that many more

flag States will agree to share information. The Paper to be presented at the Maritime Safety Committee (MSC 90) meeting is being co-sponsored by the IMB, the Republics of the Marshall Islands and Panama, Intertanko and the International Transport Workers Federation (ITF). The Declaration was also promoted at the Plenary meeting of the United Nations Contact Group on Piracy off the Coast of Somalia (CGPCS) that was held in New York at the end of March.

The IMB isn't satisfied with just having the Big Four on record as opposing pirate brutality ... The IMB is taking the Declaration to the IMO in May.

signed in August by the Republics of the Marshall Islands, Liberia and Panama—the world's three largest flag states. In the declaration, the three flag states agreed to share details concerning pirate attacks with the International Maritime Bureau (IMB) of the International Chamber of Commerce. The IMB will remove infor-

Financial cost of piracy tops \$7 billion in 2011

An updated report issued by OBP now shows that piracy cost the world over \$7 billion during 2011. The report raises concerns about the cost of Somali piracy to the world economy. Approximately 80% of all costs are borne by the shipping industry, while governments account for 20% of the expenditures associated with countering piracy attacks. The report estimates the 2011 economic cost of piracy was between \$6.6 and \$6.9 billion.

"The report assesses nine different direct cost factors specifically focused on the economic impact of Somali piracy," explained Anna Bowden, the report's author, *"Over the past year we have had substantial cooperation from maritime stakeholders which has helped to ensure the figures are as reliable as possible."*

The breakdown of the most notable costs includes \$2.7 billion in fuel costs associated with increased speeds of vessels transiting through high risk areas, \$1.3 billion for military operations, and \$1.1 billion for security equipment and armed guards. Additionally, \$635 million is attributed to insurance, \$486 to \$680 million is spent on re-routing vessels along the western coast of India, and \$195 million is the estimated cost for increased labor costs and danger pay for seafarers.

The vast majority (99%) of the billions spent are attached to recurring costs associated with the protection of vessels — costs which must be repeated each year. This figure is in sharp contrast

to the \$38 million spent for prosecution, imprisonment, and building regional and Somali capacity to fight piracy. Average ransoms increased 25% from approximately \$4 million in 2010 to \$5 million in 2011. Although the total cost for ransoms was \$160 million for 2011, money collected by pirates represents a mere 2% of the total economic cost. While ransoms provide the incentive for Somali pirates to attack vessels and hold hostages, they represent a disproportionately small cost compared to the nearly \$7 billion spent to thwart these attacks.

"The human cost of piracy cannot be defined in economic terms," Bowden added. *"We do note with great concern that there were a significant number of piracy-related deaths, hostages taken, and seafarers subject to traumatic armed attacks in 2011. This happened in spite of*

Cowardice>>>Cont'd from page 13

many diversions will appear in the search for the truth. The official report may be years in coming out. The investigation for facts sufficient to convict may take months. For the time being, the master is having some time out to reflect upon his errors as he and his lawyers attempt to craft defences— defences to which each and every one of us is entitled, no matter how heinous, obscene or nauseating the crime with which the potential accused is associated. It may take a little longer to try to marry law and justice, but the wait is worth it. Every shipmaster today is saying under his breath, *"There for the grace of God go I."* We have all had lapses in professional judgment. We simply were not caught in these frightening and awful circumstances. ☆

Dr. Captain John. A.C. Cartner practices maritime law domestically and internationally. He holds an unlimited USCG Master's license and was master under charter to the U.S. Navy Military Sealift Command on jet fuel carriers and master of container and of tank vessels commercially.

the success of armed guards and military action in the later part of the year."

Officially launched at a press conference held at the Royal United Services Institute for Defence & Security Studies (RUSI) in Whitehall, London, the paper was presented to maritime experts and international press. The report will be used to raise important issues for the Oceans Beyond Piracy Working Group, which is expected to release recommendations for a better coordinated, and longer-looking strategy against piracy in July 2012.

For more information about The Economic Cost of Somali Piracy 2011, contact Anna Bowden at +1.303.709.5498 or by email at abowden@oneearthfuture.org. The publication of the report was made possible through the support of the One Earth Future Foundation, sponsor of the Oceans Beyond Piracy Project, which sponsors project initiatives in London and India. ☆

Will Watson is a recovering journalist, maritime security professional and is a member of both CAMM and the OBP Working Group.



The Declaration Condemning Acts of Violence Against Seafarers was signed on behalf of the Bahamas by Commodore Davy Rolle, Managing Director and CEO of the Bahamas Maritime Authority. The signing took place at the annual luncheon of the Women's International Shipping and Trading Association (WISTA) which preceded the opening of the Shipping 2012 conference sponsored by the Connecticut Maritime Association. The Republics of the Marshall Islands, Liberia and Panama signed the Declaration in August, 2011 at ceremonies at the National Press Club in Washington, D.C.

Photo (from left): William H. Watson, Deputy Commissioner of Maritime Affairs of the Republic of the Marshall Islands; Commodore Davy Rolle; and Ms. Yvonne K. Clinton, Deputy Commissioner for Vessel registration for the Liberian Maritime Authority.

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“Here’s to the pilot that weathered the storm.”



by CMDR (Ret.)
Michael Henderson
NOAA Office of the
Coast Manager

Today, the “storms” of government and navigation coalesce once more.

“Here’s to the pilot that weathered the storm.”

So wrote the Irish poet George Canning, two hundred years

ago. While Canning’s line is often quoted as a maritime saying, it was actually from a poem he wrote in honor of England’s Prime Minister.

Today, the “storms” of government and navigation coalesce once more. Making tough budget decisions, the federal government is battenning down the hatches to concentrate on providing life-saving and job-supporting services for American citizens, communities, businesses and infrastructure. One of those tough decisions affects NOAA’s provision of services to the nation’s mariners.

the 2012 and 2013 plans for the Office of Coast Survey’s navigation response team surveys in critical port and coastal areas. The budget request, however, proposes to eliminate the navigation response team program.

The elimination of the program directly affects the nation’s mariners. NOAA’s six navigation response teams work in the nation’s busiest ports, surveying for dangers to navigation and acquiring data to update nautical charts. If Congress approves NOAA’s budget as proposed, the teams will start to wind down their scheduled surveys, in anticipation of program elimination. This will likely slow down— or eliminate— many of the planned nautical chart updates for high transit areas off the coasts of Biloxi, Mobile, Savannah and Brunswick, Puget Sound, some of the Texas coastline, Thunder Bay, Eastern Long Island Sound, Narragansett Bay and approaches, and LA and Long Beach.

Beyond the charting updates that will have to be delayed, however, Gulf and East Coast ports will have more immediate matters to deal with for the upcoming hurricane season.

Ports are planning their emergency response procedures and assets for this year’s hurricane season, and NOAA is obligated to inform officials that the navigation

services in their Port Recovery Plans, and the federal Maritime Infrastructure Recovery Plan charges NOAA with responsibility to assess sea-floor conditions in the aftermath of hurricanes, ports and the shipping industry will need to make alternate plans to acquire surveys for underwater dangers to navigation.

I don’t want to sound too pessimistic. After all, the release of the president’s budget is but the first step in a long process — one that will entail extensive discussions with and then final direction from Congress. But the maritime industry needs to plan, and the timing is especially critical since the hurricane season does not officially end until November 30, and the navigation response program could possibly end on September 30. Port officials and the shipping industry need enough advance notice to make alternate plans to acquire surveys for shoaling and underwater dangers to navigation after storms hit their areas.

This proposed program elimination is a hard sacrifice made in the face of declining budgets. Just as American families and businesses have had to make tough choices with tighter budgets, all of the federal agencies face the challenge of balancing across multiple immediate needs and between current and future investments.

Ports, and the mariners who use them, will have to factor this particular sacrifice into their planning for this fall and beyond. By planning now for a possible major reduction in NOAA hydrographic survey assets, they will be better prepared to weather the coming storms. ☆

Gulf and East Coast ports will have more immediate matters to deal with for the upcoming hurricane season... The navigation response teams they rely on may not be available ... ports and the shipping industry will need to make alternate plans to acquire surveys for underwater dangers to navigation.

The President recently presented his budget request for fiscal year 2013, which begins October 1, 2012. My column in the last issue of *Sidelights* laid out

response teams they rely on may not be available for the final months of the season. Since port authorities and the U.S. Coast Guard include NOAA’s navigation

NOAA Electronic Navigational Charts (ENC)

submitted by Michael Henderson

Also online at nauticalcharts.noaa.gov

NOAA ENC® is a vector database of chart features built to the IHO's S-57 standard. NOAA's Office of Coast Survey, as the U.S. national hydrographic office, is exclusively responsible for production and authorization of NOAA ENC® data in U.S. waters.

NOAA ENC® support real-time navigation, as well as the collision and grounding avoidance needs of the mariner, and accommodate a real-time tide and current display capability that is essential for large vessel navigation. NOAA ENC® also provide fully integrated vector base maps for use in geographic information systems (GIS) that are used for coastal management or other purposes.

Building and Maintaining NOAA ENC®

In 1997, NOAA began a process of building a portfolio of ENC® that encompass the same areas covered by NOAA's suite of approximately 1,000 paper and raster charts. The ideal and most accurate way to build ENC® is to recompile the paper chart from all of the original source material. Unfortunately, this process is impractical as it is far too labor intensive. Instead, NOAA ENC® have been compiled from source on those features that are deemed to be navigationally significant. U.S. Army Corps of Engineers' federal project limits have been captured from large-scale drawings. These precise coordinates of channel limits are being incorporated into the ENC. Likewise, high-accuracy positions are being used to chart U.S. Coast Guard aids to navigation. The paper chart has been the source for the remainder of items.

NOAA has utilized private contractors to build NOAA ENC®. Private companies are provided high-resolution source information such as U.S. Army Corps of Engineers channel limits, and aids to navigation established by the U.S. Coast Guard. Contractors are also provided

with the latest version of the paper/raster chart. All NOAA ENC® that are built by private contractors are reviewed by NOAA cartographers before they are posted on the Internet.

NOAA cartographers and private contractors (under NOAA supervision) apply updates to ENC® using high resolution original source material. As new source information arrives at NOAA headquarters, cartographers update NOAA ENC® using high resolution position and depth information.

Are your ENC® Up-to-Date?

On July 1, 2012, the International Maritime Organization (IMO) amendment to Safety of Life at Sea (SOLAS) Chapter V regulation 19.2 will enter into force. This amendment will require ships engaged on international voyages to be fitted with an Electronic Chart Display and Information System (ECDIS). IMO ECDIS performance standards (IMO MSC 232[82]) define ECDIS:

Electronic Chart Display and Information System (ECDIS) means a navigation information system which, with adequate back up arrangements, can be accepted as complying with the up-to-date chart required by regulation V/19 and V/27 of the 1974 SOLAS Convention, by displaying selected information from a system electronic navigation chart

(SENC) with positional information from navigation sensors to assist the mariner in route planning and route monitoring, and by displaying addition navigation related information as required.

To use ECDIS for paperless navigation, the ship's bridge must have a type-approved ECDIS and carry the appropriate up-to-date Electronic Navigational Charts (ENC)1 for the voyage.

Sources for U.S. ENC®

NOAA is the sole producer of ENC® for U.S. waters. NOAA ENC® are available as free downloads from the Internet. Mariners who wish to download NOAA ENC® directly and use the data to fuel ECDIS or ECS may do so.

Updates for U.S. ENC®

NOAA updates its ENC® suite each week. The updates contain information published in the Local Notice to Mariner and the Notice to Mariner. NOAA also issues new editions of the ENC when it has made significant changes to the coverage area, such as a new hydrographic survey, shoreline modification or channel alignment.

NOAA ENC® are available as base cells (New Editions) or as update patches. ENC listings are at <http://www.charts.noaa.gov/ENCs/ENCsIndvDole.shtml> ☆

Timetable for ECDIS Carriage Requirement

Ship Type	Size	New ship	Existing ship
Passenger	>=500 gross tons	July 1, 2012	No later than 1st survey after July 1, 2014
Tanker	>=3,000 gross tons	July 1, 2012	No later than 1st survey after July 1, 2015
Dry Cargo	>=50,000 gross tons	July 1, 2013	No later than 1st survey after July 1, 2016
	>= 20,000 gross tons (new ships) 20-50,000 gross tones (existing ships)	July 1, 2013	No later than 1st survey after July 1, 2017
	>=10,000 gross tons (new ships) 10-20,000 gross tons (existing ships)	July 1, 2013	No later than 1st survey after July 1, 2018
	3-10,000 gross tons	July 1, 2014	No retrofit requirements to existing ships <10,000 gross tons

Observations to Assess and Monitor Ocean Acidification



by Jan Newton, Ph.D.
NANOOS
Executive Director

NANOOS focuses on delivering data products relevant to a number of activities impacted by

the coastal ocean environment including maritime operations, coastal hazards, ecosystem assessment, fisheries and coastal climate implications. In February, we reported on our work with tsunamis and coastal hazards. Next month, we will tell you about surface current measurements and their use in a number of operational settings. This month, we will introduce work we are doing with NOAA regarding the issue of ocean acidification. We're telling you about this as it's a good example of the breadth of needs being addressed by Northwest Association of Networked Ocean Observing Systems (NANOOS) and because this issue is of significant importance to our region of the country.

First, some background. The United States National Research Council has shown that the chemistry of the ocean is changing due to atmospheric carbon dioxide (CO₂) levels that are now higher than at any time in at least the past 650,000 years. Measurements show that about 30% of the CO₂ released to the atmosphere over the past 250 years from human activities is now dissolved in the ocean. Once dissolved in the ocean, CO₂ interacts chemically with other components in seawater in a complex way to change the very characteristics of the water itself. On a global basis, these changes, commonly referred to as ocean

acidification (OA), are larger and are occurring faster than we have ever seen previously. If the acidification effect is strong enough, shells and skeletons of marine organisms, many of which are economically important, actually dissolve.

The distribution of effects from this will be different around the globe. Here in the Pacific Northwest, the domain of NANOOS, our attention is heightened because of a combination of factors that renders the Pacific coast of North America more vulnerable to acidified or "corrosive" water events. First, because of global ocean circulation patterns, the deep waters of the Pacific are the oldest in the world's oceans and, to a degree, are more naturally corrosive than other areas because of chemistry changes occurring over tens of thousands of years in from their formation to arrival here.

On top of this natural increased acidity, our society's addition of CO₂ further increases the acidity of Pacific coast waters. Finally, seasonal upwelling along the coast transports the more corrosive water onto the continental shelf, where in some areas these conditions can reach the surface and may affect organisms.

In coastal estuaries, inputs of nutrients and organic matter from land can increase the water's acidity even further. Consequently, natural processes, additions of CO₂ from man's activities, and additions of nutrients and organic matter to estuaries all combine to intensify ocean acidification in the Pacific Northwest (PNW) and especially in our coastal estuaries.

The same PNW coastal estuaries that are threatened by ocean acidification are the source of highly valued shellfish and shellfish fisheries. Shellfish aquaculture provides an important source of jobs in Washington and Oregon, and revenues directly benefit state and local economies. Loss of shellfish aquaculture from the Pacific Northwest would impose substantial social and economic costs. Therefore, this issue is of importance to the NANOOS region. Over the last several years, NANOOS has evaluated whether it's observing efforts can help in assessing this condition.

NOAA is the nation's lead agency for this issue and has established an Ocean Acidification program office at its headquarters in Washington, D.C. The NOAA Pacific Marine Environmental Laboratory (PMEL) in Seattle has world-renowned expertise in the measurement and evaluation of OA. NANOOS has partnered with PMEL to put their ocean carbon and acidity sensors on several of the NANOOS network of buoys in Washington and Oregon. There are now such data from Newport, OR, and La Push, WA, available for view on both NANOOS' and NOAA's Ocean Carbon websites.

Additionally, the NOAA Ocean Acidification Program Office is working with the University of Washington and NANOOS to host two important PNW workshops regarding this issue, one on integrating ocean acidification (OA) data management for the nation and one on defining a global network for OA monitoring.



The goal of the first workshop is to establish a national framework for the handling of ocean acidification data that makes it possible for users to locate, understand and utilize relevant data in support of scientific research and resource management. Outcomes include a shared vision for integrated OA data management and an initial OA Integrated Data Management Plan with an emphasis on near-term (2-year) goals. This workshop, to be held in March 2012 in Seattle, will involve representatives from NOAA, IOOS, NSF, NASA, USGS, DOE and several other agencies involved in observations, experiments, modeling, and satellite research.

The second workshop, to be held in June in Seattle, will invite representatives from around the world. The principal goals of this international workshop are to: (1) design the components and locations of an international ocean acidification observing network that includes repeat water column surveys, underway measurements on volunteer observing ships, moorings, floats and gliders taking into account existing networks and programs wherever possible; (2) identify measurement parameters and performance metrics for each major component of the observing system; and (3) develop a strategy for data quality assurance and distribution.

With a better coordinated and consistent observing network, we will improve the capability to assess and respond to this important issue. NANOOS is only one of the eleven regional associations working with NOAA IOOS and the OA program offices to make progress on this work. ☆

Dr. Jan Newton is a Principal Oceanographer with the Applied Physics Laboratory of the University of Washington and affiliate faculty with the UW School of Oceanography and the School of Marine Affairs. She co-chairs NOAA's Alliance for Coastal Technologies Stakeholder Council and is currently working with colleagues at UW and NOAA to assess the status of ocean acidification in Puget Sound and coastal Washington.

Arctic Shipping: USCG Icebreaker Program



PHOTO: U.S. COAST GUARD PETTY OFFICER 1ST CLASS SARA FRANCIS.

The Coast Guard Cutter HEALY approaches the Russian-flagged tanker RENDA while breaking ice around the vessel 97 miles south of Nome, Alaska, Jan. 10, 2012. The two vessels departed Dutch Harbor for Nome on Jan. 3, 2012, to deliver more than 1.3 million gallons of petroleum products to the city of Nome.

Captain Beverly Havlik, slated CAMM PDC speaker, commander of the USCG Icebreaker *HEALY* on a recent mission to deliver fuel to Nome, Alaska, in January.

HEALY, based in Seattle, is the only USCG icebreaker in service. The *HEALY*, deployed for seven months on science missions, sacrificed returning home to Seattle for the holiday to perform the mission. *HEALY* and her crew broke their way through 800 miles of Bering Sea ice to enable the Motor Vessel *RENDA* to deliver 1.3 million gallons of fuel to the 3,600 people of Nome, Alaska after extreme weather and ice formation precluded safe delivery of this vital commodity. The *HEALY* is a medium-class icebreaker, designed to break through four feet of ice at a speed of three knots.

In a press release, Lt. Governor Mead Treadwell commended the crew of the U.S. Coast Guard Cutter *HEALY* and praised the U.S.-Russia cooperation and efforts of all who made the operation possible. A Jones Act waiver was necessary for the Russian-tanker *RENDA* to transport cargo between two American ports.

Lt. Gov. Treadwell testified on Dec. 1, 2011 before the U.S. House Subcommittee on Coast Guard and Maritime Transportation on the immediate need for new polar class icebreakers in the Arctic. Of the Coast Guard's only two heavy icebreakers, the Polar Sea has been decommissioned, and the Polar Star is undergoing renovations that may only add another 7-10 years to its service.

"We need the *HEALY*, and we need new Polar class icebreakers," Treadwell said. "We need them to maintain the safety and health of Alaska's coastal communities and environment... We need them to counter risks posed by new ship traffic carrying oil products through the Bering Strait, for science, and for security requirements that cannot be met with current capabilities."

USCG Commandant Admiral Papp, Jr. has requested \$8M in the FY2013 budget to initiate survey and design of a new Polar Icebreaker to ensure the Nation is able to maintain a surface presence in the Arctic well into the future.

In other USCG news, the FY2013 budget also requests funding for National Security Cutters. Commandant Admiral Papp, Jr. is quoted in *Military Officer* in an interview by Tom Philpott: "The National Security Cutter (NSC) is the flagship of our recapitalization plan. It will replace our high-endurance cutters and carry out missions at sea for the next 50 years. This last year, our acquisition professionals not only awarded a fixed-price contract for NSC 4 but also a contract for NSC 5, only \$2 million higher. Given the rise in steel prices, that's unbelievable. All we need is a steady funding stream to build out a total of eight ships (to replace 12 Hamilton-class high-endurance cutters). Three have been delivered. I'm asking for money for NSC 6 in the 2013 budget, for NSC 7 in the '14 budget, and for NSC 8 in the '15 budget. If we get that, we'll have all eight built by (FY) 2018."

Armed Response Teams: The right response to Somali piracy

by Captain
Paul Willers
#3287-R

When I reported aboard the MAERSK IDAHO in late August I knew it was not going to be a typical voyage.

This was not due to the delays caused to the vessel schedule by *Hurricane Irene*, but by the developments taken by Maersk Line Limited (MLL) to provide an armed response team for our time in the Red Sea, Indian Ocean and Arabian Gulf. This was the next logical step to be taken to protect the vessel crew, cargo and assets while in the High Risk Waters (HRW) plied by Somali pirates. For the last six years I have been sailing in these waters on the *MAERSK ALABAMA*, *MAERSK ARIZONA* and *MAERSK IDAHO* and watched the developments of Somali piracy tactics and responses by various governments and shipping companies. The only effective response for vessels in HRW under attack in that time period was having an armed response team (ART) making sure Somali pirates never boarded the vessel by deterring them with force of arms.

It had been many years since I had been on a vessel that carried any arms and I was interested in the reporting requirements by the many countries on our route. This was to be a hybrid voyage with the vessel transiting from the Maersk 49-day MECL1 service to the 70-day MECL2 service after the Jebel Ali, United Arab Emirates (UAE) port call. To prepare for the weapons aboard, MLL supplied the vessel an arms safe which was placed in a bonded locker aboard. Only the master has the arms safe combination and there is a separate key lock to the bonded storeroom. Arms were loaded aboard on the East Coast and meticulous records keep with regards to weapon type, serial numbers,

and ammunition supplied. U.S. government International Trafficking and Arms Regulations (ITAR) licensing was required and ship specific with regard to weapon serial numbers. Gear bags for the response team were also placed aboard and sealed in the bonded locker.

Transit of the Suez Canal requires four days notice to the local agent with the request to transit with arms given in both English and Arabic at this time. The U.S. State Department had reached an agreement with the Egyptian government that the arms would not have to be taken off the vessel by local authorities for the canal transit as had been the practice in the past. This avoided the vessel losing time and expense in reclaiming the arms after transit. Currently this agreement has been rescinded by the Egyptian government in conflict with international law and the arms are being taken off for canal transit and stored in Egypt by the port police until the vessel returns.

After sending the local agent the weapons inventory and request for transit in a timely fashion I found that “no news was good news” from the agent and the vessel transited the Suez Canal normally. As soon as the vessel cleared the canal jurisdiction line at Port Suez the 4-man response team joined the vessel from the agent’s launch while underway.

The team leader came to the bridge while I was maneuvering out of Port Suez and introduced himself. We set up a meeting to discuss the upcoming voyage, operations, rules of engagement, and familiarizations as soon as I could turn over the con to the watch

officer after departure. At that point I met in my office with the four ex-navy SEALs assigned to the vessel and welcomed them aboard. I went over the assigned rooms, weapon locker location, the upcoming vessel schedule and what I knew about known pirate danger areas from recent reports received aboard.

In turn I was briefed on rules of engagement and procedure to follow in any encounters with small vessels that approach the vessel. It was reinforced that only the Master can authorize the use of lethal force. This is as it should be due to the legal requirements of International Law and the ultimate responsibility of the Master. There would also be a review and security audit conducted by the flag state (U.S. Coast Guard in our case) after any suspicious encounter. Helmet cameras are used by the ART to record any engagement. We set up a schedule of drills to incorporate the ART interaction with the crew and how to best utilize the onboard resources. After the meeting I opened the weapons locker and the ART checked all gear, weapons and ammunition supplied with the current inventory.

The next day the stern area was designated for live fire exercises to insure the weapons functioned properly and were sighted in. Security drills were conducted to incorporate the ART and the crew together to provide the best options to repel a small boat attack. The next day we conducted the required SOLAS drills.

Prior to reaching known pirate waters, the ART set a watch schedule that would

have one man working with the bridge team 24 hours a day while underway. ART portable radios were programmed into the vessel emergency frequencies used to provide immediate contact with the off-duty watch. When all the drills were completed and adjustments made, an unannounced security drill was conducted to test the policies implemented. I gave the ART free reign under the supervision of the Bridge Watch Officer to learn the operation of all the navigational equipment on the bridge and to assist as an additional lookout.

I found the ART had some additional online resources concerning recent pirate attacks that could be accessed via the vessel internet. Whenever I had any new information provided to the vessel by the United Kingdom Maritime Trade Operations (UKMTO) based in Dubai or the company security officer (CSO) I briefed the bridge team and the ART as soon as possible. In no time the routine watches at sea became second nature and I found having an ART aboard allowed me to reduce the vessel speed to the safe economical speed for a timed arrival for the current passage to reduce fuel costs. Thousands of dollars in fuel savings were achieved in the time the ART were aboard in high risk waters.

With the ART acting as additional bridge lookouts, the daymen that I would normally use to supplement the bridge watch in HRW were able to continue with the deck maintenance. During the course of the voyage I used the ART to supplement the deck watch while alongside in Security 2 level ports without arms. During weekly drills I had some training conducted by the ex-SEALs in their level expertise on medical response to gunshot wounds and what to expect in case of hostage rescue operation.

Traveling through the ports in the Indian Ocean, Arabian Gulf and Red Sea I found only Sri Lanka and United Arab Emirates to pay particular attention to the arms aboard with unique requirements. Sri Lanka required a 10-day notice of arms aboard to be submitted by the agent to the government for

approval before entering port. In the UAE the port security officer (PSFO) came aboard and personally inventoried the arms, took pictures and sealed the bonded arms locker with foil and a lock that he took the key for until the vessel was cleared for departure. The seal was inspected by the same security officer upon departure and the key returned to the master. Otherwise, the clearance process was routine in all the other ports on the MECL2 service.

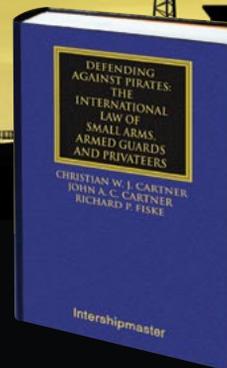
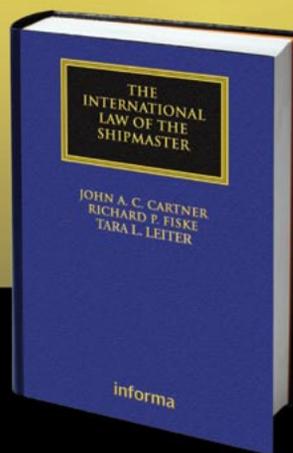
Recent events have shown that the ARTs are having an effect on the Somali pirates. Captures are starting to trend down even though attacks are up. Somali pirates are looking to other

ransom sources such as the capture of the American and Danish aid workers ashore near the Kenyan boarder. Piracy has always been a crime of opportunity. A SEAL team rescued the two captives in a daring mission in January 2012. North Atlantic Treaty Organization (NATO) forces have jurisdiction over the area and are considering attacking pirate enclaves and equipment ashore in Somalia. The fact remains as long as there is not a stable government ashore in Somalia that the piracy will continue. Merchant ships by their mission and nature are defenseless unless armed. ARTs will continue to be needed aboard vessels in the area until this happens. ☆

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Abandoning (His) Ship

COSTA CONCORDIA: Why did it happen? Are cruise ships safe?



by Captain
Tom Stapleton
2328-R

On a dark night on Friday the 13th at approximately 2130 hours, the behemoth cruise ship COSTA CONCORDIA

attempted to pass close aboard to the rocky island of Giglio, Italy. The ship master, Captain Francesco Schettino, in an apparent attempt to impress the newly-embarked 3,000 plus passengers and 1,200 crew members swerved off course and attempted to pass close aboard the island.

It was reported that the vessel was taken off the Electronic Charting and Display Information System (ECDIS), an automatic GPS-charting-steering system designed to keep all large vessels safe from surface and subsurface dangers. A key feature of ECDIS is the predictive steering display which graphically displays where the vessel is projected to be on the electronic chart with the current rudder angle. By ignoring this information, he missed the opportunity to recognize the rocky shoals ahead and thus apply *Hard Right* rudder to clear the shoals. Instead of navigation by ECDIS and radar to swing clear of the outlying rock formation, Isole Le Scole, Captain Schettino apparently relied on his 'Seaman's eye' while approaching the rocky coastline in the dead of night. Reliance on visual piloting a 100,000 ton vessel making 15 knots with 4,200 trusting souls aboard was at best, reckless. He intended to pass 1200 feet off the island, a distance insufficient to clear the jagged and submerged rocks of Le Scole.

At about 2130 hours with his vessel

approaching the shoal at a rate of 1500 feet every minute, he swung the stern sharply to port (left), clipping the eastern edge of the rocky shoal. For the next six seconds, her skin was ripped off her underbody hull along the port side, tearing open steel plating like a giant can opener. Her momentum quickly carried her past rocks into deeper water, leaving a deep and mortal wound more than 160 feet long the hull below the waterline. Embedded boulders were the grim trail markers testifying to the horrific crash moments before.

The fatally-wounded vessel then lost her propulsion and electrical-lighting systems as she slowed, staggered and drifted northward. The emergency generators were activated to restore emergency light and use of the bow thruster — a desperate attempt to steer the bow away from Giglio harbor and more rocks. At about 2145 hours the first alarm was sounded but it wasn't the abandon ship signal. Confusion reigned among passengers and crew until a formal notice to abandon ship was given by 2210 hours.

Why didn't the master immediately sound the signal and direct efforts to evacuate HIS passengers and crew long before the ship began the death throes of heavy listing?

Instead, Captain Schettino vacillated in notifying his charge while he decisively abandoned his own ship. The plight of his passengers and crew were secondary

to his personal survival as he made his way ashore. When ashore, he contacted the Italian Naval Officer-in-Charge to report the tragedy. He was severely reprimanded and ordered to do the right thing — get back on your ship and direct the safe evacuation of passengers and crew! As of this date of writing, there are 17 confirmed dead and at least 16 passengers or crew still missing.

What are the supposed causes of this grounding and loss of life?

While the formal investigation may take 12-18 months, it is clear as to some of the basic causes: deviating from a safe navigation track line on a 951 foot vessel with 4,200 plus persons aboard to pass close aboard a dark, rocky island was reckless and dangerous; close-in maneuvering without a functioning bridge team, careful pre-plan, and a risk assessment, demonstrated a break down in judgment and seamanship.

Vessels approaching shallow waters at high speeds are subject to the 'Bernoulli Effect', namely, high velocity of water under the keel creates low pressures and sucks the vessel toward the obstruction and shallow water (bank suction and squat effect). The 1992 grounding of the 963-foot cruise ship, *QUEEN ELIZABETH II*, off Nantucket Shoals off Massachusetts was largely-caused by this 'squat' effect which reduced the water under her keel by more than 7 feet—causing the grounding!

In Giglio, squat and shallow water most likely increased *CONCORDIA*'s turn-

ing radius—causing the ship to be less maneuverable in avoiding the shoals. The master then exacerbated the disaster by not immediately notifying the shore responders and when he did, by deliberately understating the magnitude of the disaster.

Where was the second-in-command, the Chief Officer?

With the ship master ‘missing in action’ where was his second in command? — the person charged with the safety equipment aboard. The news media has been silent about his absence and actions — why? Despite a completely new group of passengers who boarded the vessel just three hours earlier, no fire and emergency drills were conducted prior to sailing from port the same day because international regulations only require these drills within 24 hours of sailing. Look for this international regulation to eventually be changed to ‘prior to sailing’.

The call to abandon ship was chaotic with some boat commanders directing passengers to return to their staterooms — a very dangerous directive that cost some passengers their lives. Having taken three cruises in the past three years, in every case, we, as passengers, were instructed not to bring personal flotation devices (PFD’s) from our cabins but to rely on PFD’s provided at the lifeboats. This minimized the importance of locating and donning this vital life-saving device. For those passengers and crew who made it to safety in Giglio, most were very hesitant to later remove their PFD — with newly-found respect for the lowly life jacket.

Are cruise ships safe?

They are well-designed but adherence to safety policies and training could be improved. The importance of safety drills prior to a vessel’s departure from the initial port of of embarkation is essential. These ever-larger vessels with thousands aboard are more than just floating food and entertainment hotels; companies, crews, officers, and travel

agents must educate passengers with regard to the importance of safety: drills and equipment (usage and location).

The mindset of the traveler must change — how many of us when checking into a hotel/motel or aboard a cruise ship eschew the elevators for the stairways, emergency exits? Do we really expect electrically-powered elevators to be available when the cruise ship or hotel ‘goes black?’ Do we expect others to be the experts in locating and employing ‘our’ safety equipment? Of all the fires, medical emergencies, and casualties at sea during my career, the one common thread was — they never happened during the day between 8-5. (As in the Bible, ‘*We know not the hour*’). The spastic evacuation of the vessel was disgraceful — the long tradition of ‘women and children first’ was reduced to a near cattle stampede, with the master shirking his most basic responsibilities: safety of his passengers and crew.

The trend to make cruise ships more open and with fewer water-tight compartments above the main deck (for the sake of hotel-like openness) should be reconsidered, especially with the very small transverse stability righting arm (the tendency for a vessel to remain upright at all times). Naval vessels, unlike cruise ships, have extensive compartments to remain afloat any conceivable casualty.

The layman probably is unaware that the comfortable long rolling period (in seconds—timed from one side to the other and back) for a cruise ship is longer than a container ship of the same size by international regulation but at a price — the greater the righting arm, the greater tendency for a vessel to remain upright. Container ship mariners endure effects of larger righting arms with shorter and often uncomfortable rolling periods. Motor yachts in heavy weather with their short rolling periods are jostled by uncomfortable ‘snap’ rolling. Cruise vessels with greater righting arms would better resist large angles of list, especially after hull flooding.

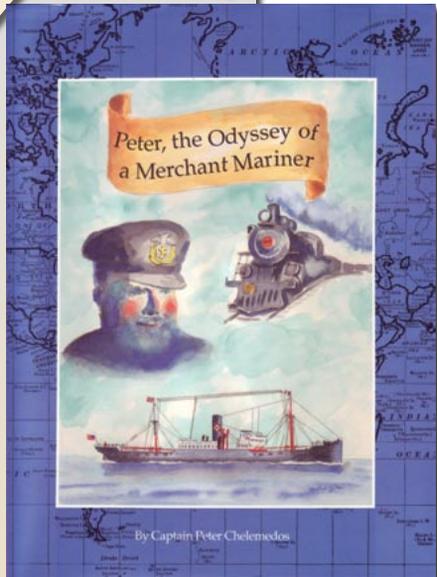
It’s not the cruise vessel drifting of the

majestic Alaskan waters to watch the Hubbard Glacier close aboard that is high risk. It is the chance of a high speed collision or grounding such as the *COSTA CONCORDIA* that naval architects and ship owners must fear. A mortal gash spanning multiple watertight subdivisions and heavy listings/capsizing poses the greatest risk to life. Lastly, someone was responsible for promoting Captain Schettino beyond his level of judgment and leadership. Selection for command is a very high honor and in the American merchant marine it is unusual to promote a promising chief officer before age forty — a very long vetting process. A contributing factor in this casualty appears to be caused by early promotion and by Captain Schettino’s failure to exercise of good judgment and command leadership. ☆

Captain Tom Stapleton graduated from the California Maritime Academy and was in the maritime industry for 40 years before retiring. He sailed worldwide aboard merchant and Army cargo ships for 26 years, including 16 years command of 860-foot container ships and later managed several fleets of cargo vessels. He holds an Unlimited USCG Master’s license, served as a Captain in the US Navy, and later retired as a Colonel, US Army. He and his wife, Martha, reside in New Braunfels.

Though many sailors aim for pinpoint navigation, they rarely achieve it. Expecting too much accuracy will lead to frustration, time-consuming repetitions of bearings and calculations, and overly optimistic projections that may cut corners and leave the boat high and dry on a reef.

—John Rousmaniere



by Captain
Peter Chelemedos
#1671-R

Peter, the Odyssey of a Merchant Mariner

**Chapter 10: SS NORTHERN SWORD
June - July 1940**

Upon my return to New York, I resumed my studies at the navigation school at the Seamen's Church Institute. One night at about eleven o'clock, as I was busy studying for a test the next day, I was called down to the employment office on the second floor. Wondering what was in store for me as I rode the slow elevator down, I was surprised to be offered the opportunity to join a ship whose entire crew had quit just before sailing and a new crew was being recruited for a "pier-head jump" (where you go directly to the ship without stopping even to pick up your clothes).

Now, when the entire crew quits a ship just before sailing, the suspicion would run through one's mind of something amiss. But, desperate for a paying job, I accepted.

As I walked along South Street toward the pier, many thoughts went through my mind as to the possible reasons this job was available. In the glow of the lights from the pier warehouse, I caught my first glimpse of the ship. As I identified myself at the gangway and climbed aboard, I met the patrolman from the National Maritime Union, who was at the gangway checking aboard the replacement crew, all recruited at the Seamen's Church Institute hiring hall

since the National Maritime Union hall was closed this time of night.

I got the NMU patrolman to endorse the permit card I had obtained in my rounds, and was signed on as Ordinary Seaman on the SS *NORTHERN SWORD*.

As I looked around the ship that night, smelling the smells and looking over the painted-over rust spots on the deck and the old steam winches under the masts, I thought of the many sea stories I had read of foundering ships, sunk for their insurance. I wondered if this would be one.

The *NORTHERN SWORD* was a coal-burning ship with two hatches forward and two hatches aft, built in 1918 at Wilmington, Delaware. The crew's quarters were forward, under the fo'c's'le head. Fresh water was carried in a small gravity tank on the bridge, and would run out from time to time when all four men coming off watch would take showers.

The ship sailed at midnight from South Street bound for Marcus Hook, Pennsylvania to load coal for Martinique. I checked over the mattress of my bunk for bedbugs, etc., and took my pillow up to the steward to exchange it, as it had the heavy odor of old sweat from a previous occupant. The steward was reluctant to exchange it until I showed it to the captain.

Captain Olsen threw it overboard and

told the steward, "Issue a new one, and check all the others in the crew's quarters. I want to keep a crew for once."

Later, as I lay in my bunk in the forward fo'c's'le, I listened to the anchor chains as they clanked in the hawse pipes running alongside my bunk as the ship rose and fell in the ocean waves. The steel bulkheads were rusted through to the shower room of the old ship, so steam and odors wafted through the fo'c's'le.

After leaving Marcus Hook with a full load of coal, the ship sailed south, staying away from the coast to keep out of the Gulf Stream's strong northerly set. Captain Olsen and Mr. During, the chief mate, upon learning of my interest in learning navigation, gave me copies of their sun and star sights so I could practice my navigation lessons from school. On night watches, I tried to identify the main navigation stars as they rose in the east or appeared in the southern sky as the ship headed south.

The ship sailed past the Sombrero Island light into the quiet waters of the Caribbean, and on to Martinique. When the ship sailed past Saba Island, I recalled the agile crew members on the *SOUTHERN LADY*. It had always astounded me to watch them climb up the forestay to the masthead hand over hand. I thought, "There must be a developing strength



when a child is raised with the only entertainment climbing coconut trees.”

When the ship docked at Martinique, the stevedores rigged four long gang-planks straight out from the side of the ship to the pier, two forward and two aft. About 200 women and four men then descended on the ship, opened the hatches and proceeded to discharge our cargo of 3,000 tons of coal.

The men ran the winches to haul the coal from the hold to the deck, and the women filled their baskets; while two picked up the full basket placing it on one’s head, each one carried off her own basket, picking up a tally stick at the gangway. At the end of the day, their pay depended on the number of tally sticks turned in.

This went on for four days. One day, one of the women took time out in the shelter deck to have a baby, and an hour later was back carrying coal. I dedicate this poem to these women. [Below]

The war news from Europe was that France had been taken over by the

Coal And The Woman

*She picked up in strong arms a basket
And placed it on her head,
Then stood erect to carry it
Down the long plank to shore.*

*The white flower pattern
On her bright red dress
Smudged by the dust of coal.
The traces of sweat streaked
Down the determined brown face.*

*This day of heavy toil,
Another in a long life of toil.
The few francs earned this way
To buy food for another day.*

*At the tolling of the nones
She steps proudly ashore—
Head erect.
A slight tremble in her walk
Echoes the weariness in her bones.*

*She has made her offering
To the altar
Of the Gods
Of Commerce.*

Germans. In the harbor at that time was the French naval ship BEARN. There was much conjecture as to whether the officers would remain true to France, or turn the ship over to the Vichy France control of the Nazis. If this happened it would give the Germans a base in the Caribbean for their U-boats.

Docked in a nearby berth was a Greek ship, the POSEIDON. I went aboard and introduced myself to the captain. Inasmuch as I had some Greek ancestry, I was welcomed, and the captain searched his crew list for anyone who came from Cephalonia, the island from which my father’s family had originated. There were none, but Greek hospitality is the same the world over.

The POSEIDON was loading a cargo of cognac, rum and champagne destined for Marseilles. Since the Germans had just taken over France, the captain was reluctant to take his ship into that area. I suggested that after he sailed he could divert at sea to New York, as he could surely sell his cargo there.

One of my shipmates on the NORTHERN SWORD, one of the firemen, was an old Bowery reprobate named Gus. Gus would stand his watch in the coal-burning fire room. When he got off watch, he would go to the gin mill at the end of the pier and drink



Sweeping bauxite from the deck, SS NORTHERN SWORD, Surinam River jungle, July 1940.

until it was time to go back on watch.

Captain Olsen was on the wing of the bridge when the ship sailed on the fourth night. I was on wheel watch when we heard a commotion on the foredeck. Someone on the foredeck was hollering up to the bridge for the captain.

“Hey, are you the captain of this ship?”

“Yes, I am. What is the problem?”

“I was taking a shower and ran out of water.”

“Is that you, Gus?”

“Yes, it is, and I want some water to rinse the soap off of me.”

“I’ll call down right away, Gus. If anyone on this ship deserves a bath, it’s you.”

The ship sailed from Martinique to Surinam, Dutch Guiana, and up the Surinam River to the bauxite mines. The river is quite narrow and the ship brushed branches of the trees on both sides of the river. The monkeys in the trees were chattering and throwing at us twigs, nuts and anything they could find. People in dugout canoes called out for “chapeaux” as the ship passed and the calls echoed and re-echoed farther up the river so there was always another canoe to meet the ship as it rounded each bend. Hats were a valuable commodity in that hot climate.

The ship could only take half a load because of the depth of the river. This

cargo was carried to Port of Spain, Trinidad, and discharged onto a barge. A return trip to Surinam for the other half of the cargo. Then, back to Port of Spain to reload what we had left behind. During these two stops at Port of Spain, I was able to go ashore to sample life in a tropic setting. The girls at the waterfront bar I stopped in all seemed extremely friendly. I thought it too bad I couldn’t stay long enough to get acquainted.

When we sailed, we carried the cargo to Mobile, Alabama, for discharge.

Continued on page 26 >>>

Deck Cadet George M. Marshall, Jr.

*United States Merchant Marine Cadet Corps
American President Lines ship SS PRESIDENT GARFIELD
serving in the around-the-world passenger and
cargo trade.*

The caricature painting was done by an Italian artist who got aboard this passenger and cargo ship to earn some U.S. dollars.

At the time there was rioting on the dock. Shore leave was not permitted for passengers or members of the ship's crew.

These were problem times subsequent to events leading to the beginning of WWII in

by Captain
George M. Marshall, Jr.
#116-L

Europe.

I made four voyages around the world in this ship in 16 months to transferring to the East Coast to complete three years of deck cadet training in the ship *SS EXPRESS* in January of 1943. I served in this ship from the time it was built. Voyage No 1 was to Mediterranean Sea ports. That sea was closed to U.S.-Flag ships. The following five voyages were on the India run via the Cape of Good Hope.

The bombing of Pearl Harbor occurred when the *SS EXPRESS* was homeward bound during voyage No 6 from India. I completed three years of deck cadet training shortly before arrival at the port of New York. I was assigned to federal cadet quarters at Fort Schuyler to prepare for U.S. Coast Guard 3rd Mate's license examinations.

On voyage No. 7, the *SS EXPRESS* was torpedoed by a German U-boat in the Mozambique Channel when homeward bound to New York. Who said 7 (with 11) was a lucky number? ☆



Peter>>>Continued from page 25

When I left the ship in Mobile, I was recognized by the immigration officer from my trips in on the *SOUTHERN LADY* two years previously. The immigration officer looked over my recently issued Seaman's papers and congratulated me for getting them.

When I paid off, I took the train to Silvis and Davenport to visit the Engholms and my pen pal, Beverly, and to meet her mother and sister, Ruth, before I returned to New York. ☆



The Freighter, *SS NORTHERN SWORD*, was sunk in a collision with the Liberty Ship *SS FISHER AMES* on February 8, 1943 about 50 miles off Cristobal, CZ (10°28"N/79°23"W) while en route in Convoy GZ-21 from New York to Brisbane, Australia via Charlseton. South Caroline and Wey West, Florida.

Company: Sword Steamship Co.
New York, NY
Master: Not Known
Built: 1918, Wilmington, DE
Dimensions: 300' x 45' x 23'
Home Port: New York, NY
Gross Tons: 2648
Former Name: (a) *NORMA*

Old tanker captain on a fancy ship cruise



by Captain
Jackson Davis
#1644-R

My family could not seem to grasp why this old sailor with forty years at sea was not excited.

My wife's daughter and husband were coming up on their thirty-year wedding celebration. Their son and

worked as a credit card for ship board purchases. Leaving and returning to the ship during the cruise you swiped it in a slot at the head of the gangway. The ship had a small jerky motion while sailing in the waves created by the trade winds. Stabilizing fins in the hull, three bow thrusters in the bow and two thrusters in the stern. No tugs needed for docking and departure.

Everyone told me I would not be allowed on the bridge; restrictions since 9/11. On 'Honor the Captain Night', everybody showed up dressed formally. Here I am, dressed very casually. I walked up to the Captain and handed him my business card. He read it and said it would be his pleasure if I would visit his bridge tomorrow while in port. Wow! I then handed him a handful of *Sidelights* magazines, pointing out items on pirates and criminalization of masters, then left.

The next day at 1130 a pretty lady escorted me to the bridge and pushed a coded keypad to open the door. The enclosed bridge extended clear out over the side. No open wings and all air-conditioned. More electronics than I ever saw before, going all the way across the bridge. Two steering stations with chairs and two huge radar screens. One very small steering wheel between the steering stations. Engine controls located out in the wings where you could see down to the hull for docking. My tour was cut short by the arrival of the Master. He and two of his officers stood alongside of me and our picture was taken by a photographer. We talked a little. He remarked on my age of 90 years and said he would

never make it with the stress of his job. I could understand that; nearly six thousand people on board a \$545 million dollar ship with a fourteen-story luxury hotel on top.

To feed this many passengers, they had several buffets for breakfast and lunch, which reminded me of chow lines in the military. Sit-down dining rooms for the evening meals. Snack bars by several swimming pools/hot tubs. You could order room service. All delicious foods. I saw very few flat tummies on board. All deck chairs had pale bodies occupying them. Not many pretty young things with skimpy swim suits were available for viewing. I suspect they were in college or working for a living. When tied up in port I found plenty of room for exploring the vessel.

Carnival went to great lengths to keep people safe and healthy. Two other cruise lines had ships in the Caribbean isolated for sickness while we were cruising there. On our ship there were dispensers every where for keeping you hands sanitary. In areas where the flooring was not carpeted, the surface was treated with a coating of a very non-slip polish. In areas where people were walking around with plates of food and liquids, there was an attendant with a mop to quickly dry any spots left behind. When wandering around below decks and not sure which way was forward, there would be an attendant to point you in the right direction. I was really impressed with the care they gave us. I would recommend sailing on these vessels and Carnival to anyone. ☆

his new bride wanted to celebrate their honeymoon on a cruise. My wife had a condo available in Orlando. The *MS CARNIVAL DREAM* would be sailing from Cape Canaveral for a Caribbean Cruise. It all came together, except she had to pay for double room on the ship. They talked me into agreeing to go with them.

They could not seem to grasp why this old sailor with forty years at sea was not excited. About twenty years ago, Captain Don Miley and myself, with a couple of nice ladies, chartered a sailboat out of St. Thomas for ten days. We thoroughly explored the Virgin Islands. Tips to any of you willing to do this. Taste the water in all tanks before sailing. Rent a boat that has a separate engine for boat's electricity; you will feel silly having to run the main engine four hours a day to keep the refrigerator cool with ten days food while sailing in the trade winds without the sails up.

The *CARNIVAL DREAM* was built in Italy in 2009. Italian officers with a crew of 1300. The steward's department was mostly Filipino, but all spoke good English. To keep muster on 4300 passengers, they had an excellent system. As you approach the gangway you showed your tickets and passports. They took your photograph and handed you a ID card that opened your cabin door and

IMO Sub-committee updates



by Captain
Rodger MacDonald
Secretary-General
IFSMA

The 'IMO' year started on with quite a surprise.

meet on the 16th January, the agenda looked reasonably bland with discussions on guidelines for tanker damage stability requirements; unified interpretation to load line treaties on guard rails; design and construction for off-shore supply vessels. Perhaps we were all looking forward to see the seventh elected Secretary-General of IMO, Mr. Koji Sekimizu of Japan, open his first formal meeting.

However, the *COSTA CONCORDIA* incident on January 13 put a totally different complexion on the sub-committee meeting. Of course little can be formally discussed until the factual report from the Italian Administration has been submitted, which Mr. Sekimizu informed the flag State that this will be expected to be presented to the MSC Committee which meets in May this year. That being stated, the delegates could not avoid the images of the tragedy involving a capsized large cruise ship with still suspended lifeboats and liferafts portrayed in all the newspapers and on all the television channels. This media criticism lasted all week and the industry will have to rethink how it can restore the faith of the public at large. Perhaps the ship should remain where it is a monument to the industry's vicissitude in addressing the recommendations

made by the UK's wreck commissioner, Lord Mersey, following the tragedy of the *TITANIC*.

The U.S. Senate debated the *TITANIC* incident and in particular was more specific about one key point; the subtle danger of over-confidence of the Master. To quote – '*Captain Smith's indifference to danger was one of the direct and contributing causes of this unnecessary tragedy...The mystery of his indifference to danger when other less pretentious vessels doubled their lookout or stopped their engines finds no reasonable hypothesis in conjecture or speculation*'. I would ask all shipmasters to reflect on this and we have to face up to the fact that ship just was not where it should have been. My fear is that this will encourage those in coastal State positions ashore will press for more control on ships movements and seek to copy the aviation industry.

During the weekend when the media were focussed on the *COSTA CONCORDIA*, two product tankers exploded with 14 seafarers being killed or lost. Of course you would not have heard about this in the national media; seafarers do not count apparently. The *DOOLA No3* was lost off South Korea and the *EDIRNE* off Sierra Leone and both these ships fall below the level of 8,000dwt which requires inert gas systems being fitted. Why do we allow smaller tankers to remain unsafe like this?

Bulk Liquids and Gases

The Sub-Committee on Bulk Liquids and Gases (BLG) commenced on January 30th, but there was little of interest discussed at the meeting other than the proposed amendments to chapters 17,

18 and 19 of the International Code for the Construction and Equipment of Ships carrying Dangerous Chemicals in Bulk (IBC Code), relating to specific products. However in discussions with a representative from the NGO concerned with the operation of bulk terminals, it became clear that all is not well with bulk residue clearing, particularly large bulkers. Clearing the residue from plates and frames has proved a dangerous task and there is a need to look at designing holds so that bulk residue naturally falls to the bottom of the hold. Sometimes we overlook the obvious, but here is a clear case to support the double hull concept, not just for environmental reasons, but also from the safety point of view of our seafarers.

Ship Design and Equipment

At the Sub-Committee on Ship Design and Equipment (DE), held between the 13th and 17th February 2012, there was agreement on a new draft SOLAS requirements for the recovery of persons from the water on all ships. The draft new SOLAS regulation III/17-1, to be submitted to the Maritime Safety Committee (MSC) in May for approval, would require all ships to be provided with plans and procedures to recover persons from the water, taking into account the Guidelines.

There was also agreement on the draft revised Code on noise levels on board ships. This Code sets out mandatory noise level limits for machinery spaces, control rooms, workshops, accommodation and other spaces on board ships and revises the previous version published in 1973 (resolution A.468(XII)).



Work also continued on the development of a mandatory Code for ships operating in polar waters (Polar Code), which is intended to cover the full range of shipping-related matters relevant to navigation in waters surrounding the two pole— ship design, construction and equipment; operational and training concerns; search and rescue; and, equally important, the protection of the unique environment and eco-systems of the polar regions.

As I have mentioned in my previous columns, there has been intensive work in the sub-committee over a number of years to address the problem of accidents with lifeboats, with the development and approval of relevant guidelines as well as the adoption of related amendments to SOLAS chapter III. In May 2011, IMO adopted a new paragraph 5 of SOLAS regulation III/1 to require lifeboat on-

load release mechanisms not complying with new International Life-Saving Appliances (LSA) Code to be replaced no later than the first scheduled dry-docking of the ship after 1 July 2014 but, in any case, not later than 1 July 2019.

The SOLAS amendment, which is expected to enter into force on 1 January 2013, is intended to establish new, stricter safety standards for lifeboat release and retrieval systems aimed at preventing accidents during lifeboat launching, and will require the assessment and possible replacement of a large number of lifeboat release hooks.

My hope is that *COSTA CONCORDIA* experience will encourage the industry to seriously look at more modern approaches to life saving equipment on board ships. The technology is there, and I believe davit launched lifeboats should be condemned to history.

Marine Environment

As I am writing this column, the Marine Environment Committee is in session. Of course the focus is on the MARPOL Annex IV and how can the industry deal with reducing Green House Gasses. What should seriously concern us, is that to meet the stringent reductions in CO₂ emissions, the Naval Architects are recommending new designs that will reduce the speed of ships. We have expressed our concern as in reality this will reduce the engine power available for the Master and under certain weather conditions this may prove extremely dangerous.

If you have any views on my views please raise them at your annual general meeting of the Council of American Master Mariners and let us know what we can do about them. 🌐



World Maritime Day 2012: 100 years after the Titanic

The World Maritime Day theme for 2012 is "IMO: One hundred years after the Titanic", which will focus on the Organization's roots and *raison d'être*, i.e. safety of life at sea.

One of the consequences of the sinking, in 1912, of the *TITANIC*, in which more than 1,500 people lost their lives, was the adoption, two years later, of the first International Convention for the Safety of Life at Sea (the SOLAS Convention). The 1914 version of the Convention was gradually superseded, respectively, by SOLAS 1929, SOLAS 1948, SOLAS 1960 (the first adopted under the auspices of IMO, then known as IMCO) and SOLAS 1974. SOLAS 1974 is still in force today, amended and updated many times.

This year's World Maritime Day theme will provide an opportunity to take stock of the developments in maritime safety since that disaster and to examine which areas of ship safety should be given priority in the years to come.

The traditional diplomatic reception to celebrate the Day will be held at IMO Headquarters on 27 September 2012.

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The COSTA CONCORDIA



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

This cruise liner ran aground off Italian coast with 17 people confirmed dead, and some missing.

Press reports say that passengers complained that there was no respect for the tradition of women and children first and master left the ship when passengers were still on board. The Italian Coast Guard has alleged that they ordered master to go back on his ship to assist in evacuation but he refused.

Generally, on hearing an evacuation alarm on a cruise ship, passengers are supposed to proceed to the loading area and board a lifeboat assigned to them based on their cabin numbers. But usually, crew just load whoever is ready to go and equally usually, men may step aside for women and children to go first. Old-time seafaring traditions looked down on men who survived when female passengers perished in a shipwreck. But this is NOT a tradition followed universally and is not part of International Maritime Law. Furthermore there is no rule in international Maritime Law that the master has to be last to step into a lifeboat. Also there is no legal obligation for him to go down with the ship. It happens many times that in emergencies it is not possible to account for every person who was on board. Therefore, if a master is required to be the last to leave his ship it would mean certain death for him.

Under International Convention for Safety of Life at Sea, a master has to exercise his professional judgment to protect passenger safety. While most experts would agree that his presence on the ship to protect life is a prerequisite to fulfill

that obligation, this convention does not say when it is acceptable for him to leave a ship in danger.

Most men perished on the *HMS BIRKENHEAD* which sank in 1852 because women and children were loaded into life boats first. This did not happen in 1854, when the *SS ARCTIC* sank near Newfoundland and male survivors from this ship were branded cowards. In 1857, the master of the *SS CENTRAL AMERICA* went down with his ship, smoking a cigar, as women and children were helped into lifeboats by the crew and male passengers. This captain is considered a symbol of bravery in America.

Rolls of Oleron in 1160 AD first mentioned common law responsibilities of a master. Various countries world wide adopted these Rolls of Oleron in their own ways. If a master does not leave a distressed ship last, it is not a criminal offense in the USA. But if his negligence or misconduct results in deaths, he can be accused of manslaughter. There are many cases on this point in various courts, but a master's decision to leave a ship before passengers has not been addressed in them. There have been no cases in the last 30 odd years in which a master was accused of leaving a ship in such a manner. There has been a case in which a seaman was convicted for abandoning passengers in a sinking ship.

It seems that in Italy, a master who abandons his ship while passengers are still on board may be charged under Article 1097 of Italy's Maritime Law for failing in his duty. Punishment is up to two years in jail. Yet Italian law does not seem to specify exactly when the captain is permitted to leave. Yet he can be sent

to jail for eight years, if he jumps ship and people die. Even so, such rules of law are not always enforced uniformly.

Since the *COSTA CONCORDIA* was within Italian territorial waters, Italian Law will apply to this disaster. Questions as to whether the master broke Italian laws are subject to interpretation and have to be decided by Italian courts. Apparently if the master does not leave last, he risks two years in jail. The Italian court has noted that the Master's imprudence, negligence and incompetence has caused the shipwreck and 17 deaths by proceeding at 15 knots in proximity of reefs and obstacles and not being able to act timely, appropriately and efficiently to stop his ship and avoid this disaster. The court has also noted that he was not last to leave the ship and left behind about three hundred passengers, unable to fend for themselves at night.

He is also charged with indulging in 'tourist navigation' by bringing his ship within 0.28 km from coast. Apparently, he saw the jutting reef with which the ship impacted too late. He has admitted this and also that he underestimated the extent of damage and failed to notify coast guard timely, thus delaying emergency rescue operations. SOS was only sent over half an hour later. Abandon ship was ordered and Coast Guard informed even later. The master stated that when he left the ship while passengers were still on board, he was not willfully abandoning his ship but it was necessary due to condition of the deck. This does not seem to be correct as he was accompanied by other crew when he left the ship and abandonment was still going on. Other members of the



crew and officers on board were doing everything they could to make disembarkation of passengers possible!

Captain Schettino is reported to have reached a reef by lifeboat, refused to come back on board and to have made no attempt to return at least to proximity of the ship. But he remained on the reef and was in touch with authorities by phone. Evidently he did not attempt to flee or hinder his identification. Even with all this, his behavior is not abandonment in Law, even though what he said about objective impossibility of directing and managing the emergency and rescue procedures from on board the ship, does not seem to be supported by evidence.

Obviously his conduct on board caused the shipwreck, deaths and violation of a sacred maritime tradition that a master should be the last to leave his ship. Therefore he cannot be exempted from responsibility provided his culpable behavior and its gravity can be proved in Law. In fact he has himself admitted that his imprudence has caused this disaster which has left the international maritime world aghast! But because after having left his ship — he did not attempt to escape — the Italian court has ordered house arrest at his residence for the time being. He has also been prohibited to communicate by any means with persons other than his cohabitants.

Whether it is masters of the *EXXON VALDEZ*, *HEIBI SPIRIT* or *ERIKA*, and now of the *COSTA CONCORDIA*, fact is that justice is a function of who hires the better set of lawyers, which is obviously the government of the country, with unlimited resources. With that kind of support, the prosecutor sees an opportunity to further his/her career aspirations by getting a conviction. The owner sides with the state, as that is who butters his bread, especially as laws are quite conveniently tilted in his favor and the master is now a press-created embarrassment. In any case, the owner's money is not endangered as he is fully covered by his Hull and P&I insurers, including his legal costs. Thus such trials become show trials and the utterly powerless master

gets into the clutches of the prosecutor, lawyers, owners and the state, who shake him as a hound does a fox. He is stripped of his career, money and good repute and is discarded to a footnote in a lawbook.

Captain Schettino was probably not drunk, even though newspapers have reported he was drinking wine in the company of a lady passenger. But it seems that the world press calls him

“Captain Coward” and “Chicken of the Sea!” This may be a bit too hard on him. It is evident that he may have been trying to show off by going so near to a beautiful island. But when all his bravado backfired, he may have found that he wasn't as brave as he thought he was! Therefore he probably did what any one would have done in such a crises. Yet he ran aground a \$450 million cruise liner that caused 17 known deaths! ☆



From the Master's Desk

*by Captain John McCann, National Master
Company of Master Mariners of Canada*

On behalf of the Company of Master Mariners of Canada I would like to take the opportunity to note that January 26, 2012 marked the 50th anniversary of the Canadian Coast Guard. Congratulations on this major milestone and for enjoying a history of great achievements.

I had the opportunity to attend the 50th anniversary gala on February 4, 2012 and was pleased to see the level of support evident at the gala. From the Minister responsible for the Coast Guard, the Honourable Keith Ashfield, Commissionaire of the RCMP, Admiral of the Navy as well as a host of other marine and shipping dignitaries lent an air of great pride to the Coast Guard as well as a great deal of accomplishment.

In commemoration of this anniversary, the government of Canada has struck a Coast Guard stamp as well as the new \$50 bill that is adorned with a Coast Guard icebreaker.

Many of our members had been or currently are Coast Guard captains and enjoyed long and distinguished careers within the ranks of the Coast Guard. Several have gone on to become National Masters of the Company of Master Mariners of Canada.

There are many regional events taking place in recognition of the anniversary and this may be a chance for the

Divisions to reach out to the Assistant Commissionaires of Coast Guard in the regions to participate in some of these events. Please visit their commemorative website for further details on their history and accomplishments: www.ccg-gcc.gc.ca.

With respects to the business of the Company in 2012, we hope to capitalize on all the great work that has gone into the development of our strategic plan and most notably the Views and Positions initiative. Captain Yves Villemare has agreed to fulfill the role as Chair of this committee on an interim bases and Captain James Calvesbert will focus on other action items identified in the plan.

Given that the Company represents a professional body of knowledge, the national and divisional views and positions coordinators will be crucial for us in developing those positions that will set the stage for supporting our seagoing members whether it is our position on dynamic positioning qualifications, criminalization of seafarers, piracy or positions that our members may identify as a particular need to be reviewed. I would ask all the Divisions to ensure that they identify a member who will be able to work with Capt. Villemare on this important item. 🍁

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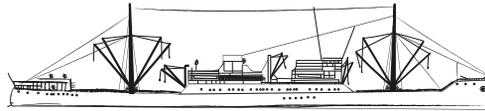
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