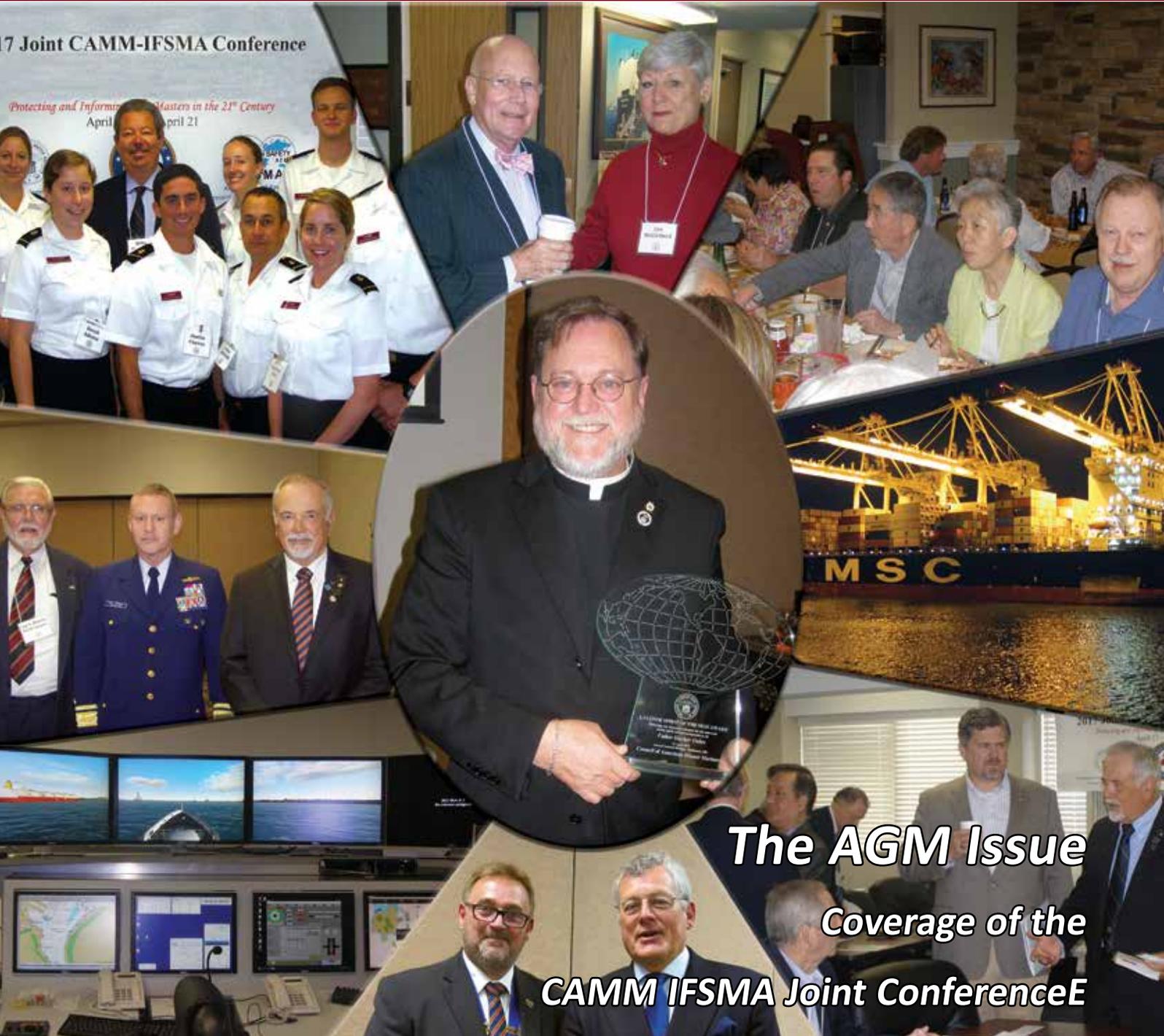




Sidelights

July 2017 Vol. 47, № 3

Published by the Council of American Master Mariners, Inc.



The AGM Issue Coverage of the CAMM IFSMA Joint Conference

Mission Statement

www.mastermariner.org

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.

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\$5 Lapel Pin
Not actual size

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Price includes tax, shipping and handling.

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Photos from CAMM-IFSMA Conference
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All submissions will be reviewed, but are not guaranteed to be published.

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February	Jan. 22	Feb. 15
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October	Sept. 1	Oct. 1
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*April and June subject to change dependent on CAMM Annual Meeting date



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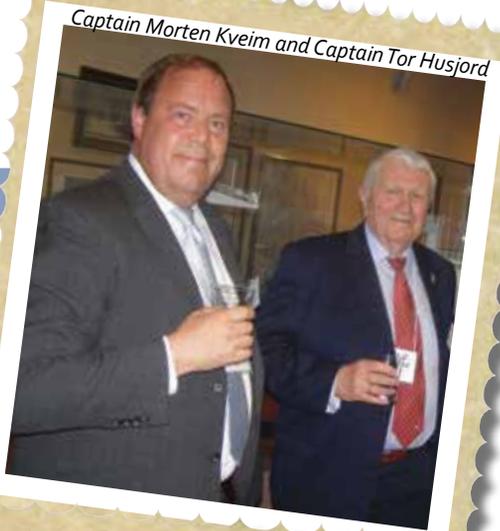
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NOTICE The articles in this magazine are entirely those of the writer, and do not necessarily reflect the views of CAMM nor its Board of Governors. CAMM is an independent professional organization and is not affiliated with nor endorses any union or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



Captain Rich Madden and Cadet Sarah Adams



Captain Morten Kveim and Captain Tor Husjord



Enjoying a crab feast!



Capt. Cal Hunziker, Capt. Mike McCright, Sareth Neak, Capt. Don Moore, Cadet John Moore (No relation)



Attendees focus on one of many presentations

CAMM CONFERENCE PHOTOS



BOB MAGEE Memorial Golf Tournament

Seattle CAMM-YMTA 10th Annual Golf Tournament Great Golf for a Good Cause

Named in honor of Bob's commitment, dedication and support for Youth Maritime Training Association (YMTA) and the Puget Sound Maritime Community. We are privileged to have Bob's name, and what it stood for, associated with the tournament. Proceeds benefit the YMTA, a non-profit organization bringing young people into the maritime industry.



We are Seeking Sponsors and Golfers of all Abilities

Weekend hackers & low handicappers welcome

Registration fee includes the round of golf, cart, driving range, drink coupons, and a buffet dinner.

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<https://www.planmygolfevent.com/30522-BobMageeMemorialGolfTour2017>

CAMM CALL TO ACTION!

Shifts in navigational aids leaves maritime industry at risk



*Captain Jeff Cowan
CAMM National
President
#3070-RU*

success, and that they even learned a few things. Having not attended MITAGS within the last fifteen (15) to twenty (20) years, I was impressed. The Maryland facility has become a model Maritime community institution, and is worth a visit if you are in the area.

The IFSMA's PPP and CAMM's PDC speakers covered a variety of topics. I found the report on the vulnerability of the GPS system to spoofing or jamming very interesting. The presenter, Captain Dana Goward, USCG, Ret., pointed out that the signal from these satellites is so weak that it must be differentiated from regular "space noise" or background noise. GPS jammers, commonly used and readily available on the internet, render tracking devices unusable for trucking/delivery services. When hostilities erupt between nations or factions, one of the first things eliminated is the position fixing satellites. Political unrest is not the only threat. Captain Goward published an article noting that a solar flare in 1859 caused fires in telegraph stations. A similar flare today would probably knock out all of the satellites circling Earth. So how will people then get around without their GPS? Navigators

Most will say that the AGM/PDC held in conjunction with IFSMA's AGA/Professional Papers Presentation (PPP) was a

will need to use sextants, but then they would have to be practiced or could find themselves on the rocks.

The most important function position fixing satellites provide to the general shoreside populace is timing. This in turn directly affects the banking system and the ATMs, cell phone operations, and other key services. Mariners rely on these satellites for navigation (GPS), ship identification (AIS), and Electronic Chart Display Information System (ECDIS). What happens if the satellites go dark?

Captain Goward proposed a solution - eLoran. This system could be installed in eleven (11) old LORAN-C installations located within continental USA to provide position fixing and timing features needed in the modern economy. The eLoran system uses a very intense long wave signal that is almost impossible to jam. Unfortunately, only one eLoran station is in operation for demonstration purposes only. The rest will not be installed until Congress sets aside the money.

In a conversation with a high-ranking government official, I broached the topic of navigation buoys, and learned that navigation buoys off the US coast will be eliminated and replaced with Automatic Identification System (AIS) or virtual buoys. These buoys would only be visible aboard ships/boats with radars and or ECDIS. I asked, "What about the pleasure boats or fishing boats with no radar, AIS, or ECDIS who cannot see these virtual navigation aids?" The official replied that they could use the lights of the physical buoys. But the visibility of these lights is to be reduced from ten (10)

miles to three (3) miles. (This to save money as the extra visible distance is not required for the slower boats.) I immediately thought of "situational awareness." If physical buoys are eliminated, we will have to rely upon very vulnerable satellites that do absolutely nothing to enhance our situational awareness when near shoals or entering port - all to save money. And what about Autonomous ships/boats? Should these be plying the world's oceans, bays or harbors if there is no backup to GPS?

I witnessed firsthand at the Maritime "Sail In" the benefits of what can be achieved when we inform Congress about sensible Maritime policy. I ask, "What more can we, as CAMM members, do?" Every member can address critical maritime issues with his/her Congresswoman or Congressman. In August, when Congressional representatives return to their districts, each of us has a chance to personally educate and inform them about serious issues for the seagoing masters/mariners and domestic maritime industry.

CAMM will produce a guide on critical topics to help members who want to take action. Are you interested in representing our seagoing members for sensible Maritime issues to Congress? Let's start with our local members of Congress. Call and write. It makes a difference.

To find your Congressional representative visit: www.house.gov/representatives/find/

Steady as she goes,

Jeff Cowan

Maritime Day 2017

*President Donald J. Trump Proclaims
May 22, 2017, as National Maritime Day*

NATIONAL MARITIME DAY, 2017

BY THE PRESIDENT

OF THE

UNITED STATES OF AMERICA

A PROCLAMATION

On National Maritime Day, we recognize the important role the United States Merchant Marine plays in supporting our commerce and national security. We honor the proud history of our merchant mariners and their important contributions in strengthening our economy.

Americans have long looked to the sea as a source of safety and well-being. Bounded by two oceans and the Gulf of Mexico, and crisscrossed by inland waterways, America was destined to be a maritime nation. Our fledgling Republic expanded and became stronger, as our Nation's growing Merchant Marine connected the States and cemented ties among our new allies.

Today, the men and women who crew ships remain essential to our Nation's prosperity and security. Those in the maritime industry, including merchant mariners, promote our economic growth, facilitating the export of more than \$475 billion in goods just last year and sustaining our critical defense industrial base. Merchant mariners also actively protect our homeland, serving as our eyes and ears on the seas. They serve with distinction and courage, heading into war zones, and too often sacrificing their own lives for our protection.

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

NOW, THEREFORE, I, DONALD J. TRUMP, President of the United States of America, do hereby proclaim May 22, 2017, as National Maritime Day. I call upon the people of the United States to mark this observance and to display the flag of the United States at their homes and in their communities. I also request that all ships sailing under the American flag dress ship on that day.

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

Donald J. Trump



Across top: CAMM Seattle at the Virginia V. L/R: Captains Doug Subcleff, RJ Klein, Ms. Pat Hartle, Captains Cal Hunziker, Don More, Ms. Jackie Moore, Captains Andy Subcleff and Chuck Lund.

Right: The Merchant Marine Flag on display at MOHAI. On the bottom left is the steamboat Virginia V, the last operational example of a Puget Sound Mosquito Fleet steamer and one of two such vessels, the other being the steamboat Sabino located in Mystic, CT. The covered vessel is the tug Arthur Foss, built in 1889 to service Puget Sound shipping. She was the star of the MGM 1933 movie "Tugboat Annie."

Seattle PNW Chapter on Maritime Day

Members of the Seattle Pacific Northwest Chapter of the Council of American Master Mariners held a Maritime Day Celebration at the Museum of History and Industry (MOHAI) at Lake Union in Seattle. Captain Doug Subcleff persuaded the director at MOHAI of the importance of Maritime Industry to Seattle and provided him with a Merchant Marine Flag to display at the Museum on May 22nd. He also made brochures explaining Maritime Day and the importance of shipping, which were prominently displayed and made available to anyone visiting MOHAI that day. ⚓



Wilmington, NC National Maritime Day

Above on the right, Captain Henry Helgesen, CAMM #1864, speaking as Mayor Bill Saffo (left) of Wilmington, NC applauds. Right: a display in the harbor during the celebration. Right, the new monument dedicated Merchant Marine Memorial on Maritime Day at the Port of Wilmington.

National Maritime Day in Los Angeles/Long Beach

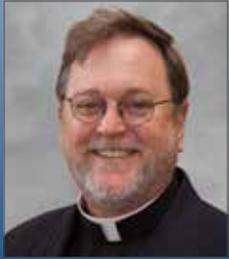
The Los Angeles/Long Beach Maritime Day Observance was held at the American Merchant Marine Veterans Memorial with a luncheon at Ports O'Call Restaurant in San Pedro. Over 200 attended the event. The Council of American Master Mariners (CAMM) was well represented with National President Captain Jeff Cowan; National Secretary/Treasurer Captain Manny Aschemeyer; President LA/LB Chapter Harbor Captain Dave Boatner; Secretary/Treasurer LA/LB Chapter Captain Paul Nielsen; Captains Joe Itson; Bent Christensen; Dave Behr; E.G. O'Shea; Jeremy Hope; and Jerry Aspland

This year's event featured several prominent speakers, including Los Angeles County Supervisor and former Congresswoman Janice Hahn, Captain Charlene Downey; USCG Sector Commander for Southern California; and David Arian, VP of the Port of Los Angeles Harbor Commission. The Keynote Speaker at the luncheon was Captain William Barrere of the American Maritime Officers' Union (AMOU).



Industry Reports Worthy of Notice

In the last few months, there have been a number of important reports.



by Father
Sinclair Oubre
CAMM Chaplain
#3220-A

If you are interested in seafarer welfare, the well being of seafarer centers, or the impact of piracy on merchant mariners, these short

- Has more weekly work hours
- Feels that work in port is less demanding than work at sea
- Is far more fatigued at the end of a contract
- Is slightly more overweight compared to others onboard
- Suffers from mental fatigue, compared to physical fatigue suffered by other seafarers

For the complete report go to: (<https://www.intermanager.org/2017/01/martha-fatigue-report-is-launched-at-the-imo/>)

Shipping Contributions to Seafarers' Welfare: A Survey of North American Seafarers' Welfare Organizations

With changes in international shipping has come also changes in seafarer welfare. Established and supported originally by governments, churches or ecclesial communities to care for their seafarers, seafarer centers have had to reorganize themselves as their traditional funding sources have dried up. This has been caused by flagging out of the national fleet, multinational and multi religious crews, and the decline in the number, size and resources of the supporting faith-based communities. Since there are no mandatory port welfare tariffs in North America, the North American Maritime Ministry Association set out to survey how the shipping industry financially supports seafarer centers which support their crewmembers. Their first and most important conclusion is: "The seafarers' welfare organizations

that enjoy the greatest success, in terms of rate of return and budgetary fulfillment, are those with the strongest relationship with one or more stakeholders in the port in which they operate. This is the single greatest indicator of a center's financial success. Clearly explaining to shipping agents, for example, what benefits are provided to both the individual seafarers and the shipping line in question often achieves enormous results. Polite persistence, or even beginning a relationship with no suggestion of financial support, can help lay the groundwork for future contributions."

Find the full survey at: (www.namma.org/shipping-contributions.html)

The State of Maritime Piracy 2016: Assessing the Economic and Human Costs

On May 3, 2017, Oceans Beyond Piracy (OBP) presented its seventh annual report in the State of Maritime Piracy series, analyzing the economic and human costs of piracy. Regions covered in the research include the Western Indian Ocean region, West Africa, Asia, and—for the first time this year—Latin America and the Caribbean. The OBP noted that identifying and explaining maritime piracy and armed robbery at sea is an important step toward reducing the violence at sea that impacts so many different stakeholders. For the complete report go to: www.oceansbeyondpiracy.org/publications/state-maritime-piracy-2016

reports will be of interest to you:
Project Martha: The Final Report

All of us who have sailed have experienced the effects of fatigue, and also know how it affects our work, and morale. On 31 January 2017, Intermanager.org presented the findings of its fatigue study to The International Maritime Organization (IMO). The report, called Project Martha, highlights growing levels of fatigue, particularly among Masters and Watch Keepers, and noted that motivation was a major factor in fatigue experienced by seafarers. It was noted in the report that: "Fatigue at sea and related issues, such as stress and workload, are highly topical and important areas of research as the problems of mental health and well being are being increasingly recognized by society. Ships' crews are under increasing pressure from competitive voyage schedules and have to handle their tasks with fewer crew members. Evidence from accident records and research literature both point to the serious impact that sleepiness and fatigue may have on the safety and welfare of seafarers." For CAMM members, the report notes that the ship master:

FROM THE DESK OF THE NATIONAL

SECRETARY - TREASURER At the Annual General Meeting



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

A Moment of Silence

- CAMM's
Chaplain,
Father
Sinclair
Oubre, rang
eight bells
and led the
meeting in
a prayer for
the fourteen
CAMM
members
who crossed

the final bar since our last AGM. A moment of silence followed.

Membership -

Our current CAMM Membership Roster is up from last year which is a reversal of the decline experienced over the last few years. We have added 38 new members. We may have turned the corner, and I thank those CAMM members who have sponsored a new member. Keep it up! We need new blood in CAMM if we are to maintain it as a viable, relevant, and growing organization. We also reinstated 5 members. If you know an ex-CAMM member who has drifted away, quit, or simply fallen into arrears with his/her dues, please put them in contact with me.

Seventeen CAMM members received "Life Member" status this year. This included Captain Ed Lanni who attended the AGM. He was recognized and saluted as one of our esteemed "Elder Members." At age 92, he traveled from Port Canaveral, Florida to be with us. During our recent correspondence, I discovered that Captain Lanni and I had sailed on some of the same ships while working for MSTs - three to be exact. This is just one of the "ties that bind" through

our common membership in CAMM.

A review of CAMM's current roster of active members showed that we have 56 who are seagoing Masters, and another 60 who are working as pilots on their Master's Licenses. CAMM pays for all our seagoing Masters to be members of IFSMA - an added benefit of CAMM Membership.

We have had concerns raised that we were diluting the Master Mariners in our ranks with the different membership categories. This is not the case. The breakdown is: RU - 60%, RP - 10%, S - 10%, L - 11%, A - 7%, H - 2%. CAMM's by-laws restrict the Associate (A) category to 20%, and it is currently at 7% which leaves room for expansion. Most importantly, the new designators in this class may bring in younger members who are the future of this organization.

Sidelights Advertising -

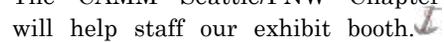
Captain RJ Klein took over the job of editing and publishing *Sidelights* two years ago. To help support the magazine, I took over the Advertising Manager's position. It has been a struggle, but we have tripled our advertising income with the goal to make *Sidelights* revenue neutral. I continue working on several potential advertisers, but I can use your help. If you know of ANY company or individual who could benefit from advertising in *Sidelights*, please direct them to the advertising section of our webpage and/or pass referrals to me.

Financial Reports -

At the AGM, I outlined and spoke on key points that showed CAMM to be in a healthy financial state, with all bills paid and the books balanced. I presented the mid-year financial report for FY 2017, as we are 6 months into it. A motion to approve the report as

presented was made, seconded and approved by a voice vote from the floor.

Special Events -

I attended the Career Fair Expo at the Cal Maritime Academy in February. CAMM was a sponsor and an exhibitor at that event and our booth was heavily visited. I was joined at the booth by Captain/Professor Tuuli Messer-Bookman. She is our on-campus CAMM Faculty Advisor and has done an outstanding job in helping our efforts to establish a formal CAMM Cadet Chapter at CSU Maritime Academy. CAMM's Pacific SW Region VP and the President of the San Francisco Bay Area Chapter, Captain Klaus Niem and Captain Larry Teague were also in attendance. I attended the 2017 Maritime Security Conference (East) in March, held in Galveston, TX. The Gulf Region VP and President of the Houston/Galveston Chapter, Captain Mike McCright joined me. We will participate in the upcoming 2017 MSC (West) to be held in Tacoma, WA in September. The CAMM Seattle/PNW Chapter will help staff our exhibit booth. 

Enjoy your Summer,
Captain Manfred Aschemeyer

Secretary/Treasurer

Editor's Note: This summarizes Captain Aschemeyer's report given at the AGM. Captain Aschemeyer presented the mid-year budget report for FY 2017. The budget for FY 2018 will be submitted for approval in accordance with CAMM's constitution and by-laws. CAMM members may view financial details by making a request to Captain Aschemeyer.



Council Reports

View and Positions Report

Captain Frank Zabrocky, #1964-RU

Positions Chairman

Sidelights and CAMM Media Report

Captain RJ Klein, Sidelights Editor

See AGM reports page 32.

1st Vice President Report:

Captain Joe Hartnett, #2193-RF

See AGM page 32.

2nd Vice President Report:

Captain Paul Moloney, #1829-RU

See AGM page 32.

North Atlantic VP Report

Captain Frank Zabrocky, #1964-RU

U. S. Senate Hold Hearings Concerning the United States Merchant Marine Academy

Many in the maritime industry are aware that Kings Point, the United States Merchant Marine Academy (USMMA), is having some problems. The Committee of Appropriations Subcommittee for Transportation of the U. S. Senate held a hearing on April 5 regarding the academy's efforts to deal with sexual assault and sexual harassment. The hearing is probably still available on the Senate web site, and it lasts about two hours. I thought the Council might be interested in this because some of the headlines in the maritime press have made it seem like the industry is the bad guy.

Responding to the senators were a Maritime Administration (MARAD) representative, the superintendent of the academy and the Inspector General (IG) from the Department of Transportation. The Maritime Administration spoke about all the actions being implemented by the various ship operating companies. These

include computer based training, midshipman mentoring and incident reporting. The superintendent spoke about the problems at the school and attempts to rectify them. The IG discussed their audit of the situation with anecdotal and statistical support.

The different senators had different areas of interest. Some were interested in how to hold masters and operating companies accountable. Others displayed little patience for the academy's lack of progress.

Even after watching the hearing several times and reading attached statements, I'm not sure what to think. I would encourage anyone interested to watch the hearings and read the statement. I did not detect a vilification of the maritime industry. It seemed that the academy found it necessary to put protocols in place industry-wide to ensure the protection of midshipmen during sea year. I think this was mainly prompted by Middle States Commission on Higher Education, the academy's accrediting board.

It seems to me the major culprit exposed by the reports and testimony was the culture of the academy. Anonymous surveys of students and staff indicate sexual assault and harassment are not significantly decreasing and there are few reported incidents. There seems to be a pervasive insensitivity to the victims and the problem, and some, apparently, do not see it as a problem.

My attention was particularly drawn to the superintendent's statement. He states that the core issue is the culture of USMMA. He writes, "We must take actions to transform the USMMA culture such that every Midshipman is respected, valued, and can develop to her or his fullest potential to serve the Nation

as a leader of exemplary character."

He follows that by saying the entire USMMA community must have zero tolerance not only for sexual assault and harassment, but also for "bullying, hazing, coercion. . .". Does that mean USMMA is eliminating "plebe beats," "class rates meetings" and some other tools of the system that were used for decades to prepare us for careers at sea? He may be on to something.

New York Metro

Captain George Sandberg, #1919-RU

Chapter President

The April meeting of the Chapter was held at SUNY Maritime College on April 11, 2017. The minutes of the Chapter were reviewed and it was noted that the terms of the present elected officers will expire at the end of the year. It was also noted that the position of Vice President, non-seagoing, was open and needed to be filled. Captain Emil Muccin was nominated and elected to the position by unanimous vote. Captain George Sandberg urged each member present to recruit one new member to CAMM by the next meeting.

The next Chapter luncheon meeting will be held on June 7, at the United States Merchant Marine Academy, Kings Point, NY in the Lerner Estate/ Alumni House. Time will be 1130 and tariff \$15. The speaker is to be announced.

At the conclusion of lunch and the business meeting, the members adjourned to the Bouchard Tug Barge Simulation Center. Captain Ernie Fink and Mate James Rogin, from the Professional Education and Training Department at SUNY Maritime College, gave a presentation and demonstration of the simulators. The simulation center consists of three important elements: simulators, instructor station and briefing/de-briefing area, and classroom. The center has two highly versatile Kongsberg tug simulators that can be



used to simulate traditional tug barge units, articulated tug barges, towboats and conventional and tractor harbor assist tugboats. These simulators can be used together in exercises such as docking with the use of an assist tug. The wheelhouse layout and simulator model were designed to closely match Bouchard's ATB units. Bouchard's Captains worked with Kongsberg to customize existing technology and to validate the simulation models so they would match the Bouchard units. The instructor station is designed to be user friendly and allows for good student monitoring. There is a large briefing/de-briefing classroom immediately adjacent to the simulator allowing for easy transfer of the students and instructor between the simulator and briefing/de-briefing area. The area is also equipped with the latest instructional technology allowing for exercise playback. The instructor is able brief students prior to an exercise, de-brief them after an exercise, and review topics on tug handling and bridge resource management skills required for the safe operation on tug/barge units. The Simulation Center was generously donated to SUNY Maritime College by Bouchard Transportation Co. Inc. which recognizes the need for better trained and more educated mariners.

Baltimore/Washington Report
Captain Joe Hartnett, #2193-RP

Our chapter thanks the Association of Maryland Pilots, the Port of Baltimore and the Propeller Club of Baltimore for their sponsorship of the 2017 Joint Conference with IFSMA and the CAMM PDC and AGM. We will be sponsoring and participating in the Propeller Club of Baltimore Spring Gold outing at the Chartwell Country Club. Additionally I thank all of our chapter members who assisted during the Joint Conference with IFSMA and the PDC/AGM at MITAGS.

We congratulate Captain Michael Reagoso, General Manager and Vice President, McAllister Towing, Baltimore, MD who has been selected

as the 2017 Propeller Club of Baltimore Port Person of the Year. Members of our chapter attended a luncheon honoring Captain Reagoso on May 16, 2017.

Members of our chapter will be participating in the National Maritime Day Celebrations aboard the N/S Savannah in Baltimore and at the Department of Transportation in Washington, D.C.

South Atlantic VP Report

Captain Liz Clark, #997-RU, Chapter President

Report not available.

Port Everglades/Miami

Captain Paul Coan, #3021-RU, Chapter President

Report not available.

Tampa Bay

Captain Ron Meiczinger, #1747-RU, Chapter Secretary

Report not available.

Gulf VP Report

Captain Michael McCright, #2753-S

See Houston report.

Mobile Bay

Captain Jerome "Rusty" Kilgore, Chapter President

Report not available.

New Orleans

CE Horace George, #3223-A, Chapter Secretary

Please note, we will adjourn for the summer. The next meeting will be September 12, 2017.

The New Orleans Chapter of CAMM hold their meetings at the Global Maritime Ministry Center the second Tuesday of each month except during June, July and August.

The April meeting/luncheon took place on Tuesday, 11 April and was attended by 9 members and guests. Lunch was prepared and served by volunteers from the Mission. There is no charge for the meal, but members make a donation to the Chapter which in turn makes a donation to the center. Chapter President, Captain Ed Higgins

chaired the business meeting. The main item was the election of local Chapter Officers. Captain Robert Phillips made a motion to re-elect the current officers, President Ed Higgins and Sec/Treas. Horace George, to another year in office. The motion was seconded by Captain Andrew Stegen. The motion was put to the question and approved unanimously. There was no guest speaker this month. Old Business and the upcoming CAMM Conference were discussed.

The May Meeting/luncheon was held Tuesday, 9 May 2017 and was attended by 9 members and guests. The meeting was hosted by Chaplain Philip Vandercook and who doubled as the chief Chef for a delicious salmon steak and trimmings. The speaker was Mrs. Amelia Pellegrin, the Director of Sustainable Development for the Port of New Orleans. She spoke about the plans for the future expansion of the Port, the proper use of the available land, the port's financial needs, and also safety and environmental considerations of the Port of New Orleans. Discussion followed on the possible uses of the Avondale shipyard property, the France Road area, and the possible widening of the intercoastal canal locks and bridges. We thank Mrs. Pellegrin for a very interesting talk and discussion.

Chapter President, Captain Ed Higgins ran the business meeting. Member Glen Jackson gave a brief summary of the EL FARO investigation. We expect to have a more comprehensive summary from the investigating agencies by the next meeting which will not be until September. Some discussion followed regarding the Positions and Views covered at the General Meeting. The Chapter President and Sec/Treas. were asked to check on the View submitted by the New Orleans Chapter and determine its presentation and use.

Houston

Captain Michael McCright, #2753-S, Chapter President and Cadet Joseph Farland, #3428

On March 30, 2017, the Houston chapter of CAMM and TAMUG Cadet

LNG Tanker with Membrain Tanks.



IMAGES COURTESY CAPTAIN LOBO

Chapter welcomed Captain Joseph Lobo as its featured speaker. Our attendance was good, over 24 members & Cadets.

Captain Lobo had the distinction of becoming, at age 26, the youngest Master in the Indian Merchant Marine. He has sailed under the flags of various nations including the United States. He has taught at the STAR (Simulation, Training, Assessment and Research) Center and has produced the popular Captain Joe's Coast Guard License preparation material. From 1998 to 2005 he sailed on Liquid Natural Gas Carriers, and since 2007 he has served at BP as the LNG Assurance Superintendent.

Captain Lobo brought his wealth of experience to our meeting with a thorough overview of the nature, challenges, and opportunities of the LNG shipping market. Beginning with the chemical properties of natural gas, Captain Lobo covered the basics of extraction and purification before diving into the characteristics of LNG Carriers such as MOSS versus membrane type vessels. The MOSS type has been around longer allowing more refinements in its design. The membrane type allows for greater storage capacity, but with the risks of greater free surface and wave effects.

The different types of LNG tanks were illustrated as follows:

Membrane tanks are composed of a layer of metal (primary barrier), a layer of insulation, another liquid-proof layer, and another layer of insulation. Those several layers are then attached to the walls of the externally framed hold. The alternative to a membrane tank is a self-supporting tank. The most well-known is the Moss-designed spherical tank that many people equate with the appearance of an LNG carrier. This tank is named after the company that designed them, the Norwegian

company, Moss Maritime. Students in attendance from Texas A&M, Galveston (including members of the Veteran Association) benefitted especially from the discussion of life and work aboard these carriers. The presentation also highlighted the importance of LNG in the future. By 2020, the United States is expected to become the world's largest exporter of natural gas.

During the extensive question and answer time, Captain Lobo also discussed such relevant issues as safety and piracy. In conclusion, Captain Lobo offered several suggestions for career paths in the LNG sector, listing the many opportunities available for young merchant mariners. All in all, it was one of CAMM Houston chapter's most successful meetings.

South Pacific VP Report and San Francisco Bay Area Chapter Report

Captain Klaus "Nick" Niem, #2167-RU

Our Spring meeting was held in March at the LaStrada Restaurant in American Canyon. It was well attended with spouses and significant others joining us in the meal.

A discussion ensued concerning what the NTSB revealed to family members of the deceased seamen of the EL FARO. It was noted that the 4x8 AB, on watch with the Chief Mate, took pictures of the Mate dozing off while on watch and the photos were sent to TOTE's headquarters in Jacksonville, Fl. While this had



LNG Tanker with Moss Tanks.

nothing to do with the demise of the EL FARO, those at the meeting thought this spoke poorly of the Bridge Team Management and that there must have been some animosity between the two.

We noted the burial at sea of Russel "Red" Finstrom. The ashes were dispersed from the Pilot boat "Golden Gate" in Bonita Cove, just west of the Golden Gate. Though Red was not a CAMM member, he was a friend and shipmate to several members of the SFBA of CAMM. The mid-February 2017 service was performed by Red's nephew Keith Finstrom of Kerkhoven, MN; witnesses were Keith's wife Sharon and Captain Larry Teague. Red was devoted to his love of farming in Minnesota during the summer and fall, and then enjoyed his true love of sailing every year during the winter and spring. Other than his seasonal farming, he devoted his entire working career to sailing and being a good member of the MM&P.

As the South Pacific Vice Present, I continue pursuing the possibility of establishing a CAMM Chapter in Hawaii.

Los Angeles/Long Beach

Captain Dave Boatner, #2162-RU, Chapter President

Report not available.

North Pacific VP Report

Captain Cal Hunziker, #2457-R

The region lost a valued CAAM member in April, when Captain Delbert Kelly, Jr. passed away. Captain Kelly was the second of three generations of Puget Sound Pilots. He started his career directly out of high school and continued until he was forced into retirement, due to illness in 2002. He continued to serve the maritime community and the next generation of mariners as a teacher at Pacific Maritime Institute in Seattle, until his cancer returned in 2016. He will be missed by his colleagues and students alike.

The Seattle CAMM Chapter observed National Maritime Day at the Museum of History and Industry at Lake Union on May 22. While National Maritime Day is celebrated in most of the ports around the nation, it's a shame that CAMM was the only maritime related entity to celebrate National Maritime Day in Seattle. When the Port of Seattle was asked what they had planned, the answer back from one of the commissioners was: "What's National Maritime Day?" A sad state of affairs for the second largest port on the west coast.

Congratulations to Compass Courses Maritime Training Center owner Julie Keim. She has been named the recipient of the first Seattle Propeller Club Maritime Social Good Award, in recognition of her charitable work and providing scholarships for mariners.

The Seattle Times reported on June 3 that the Jones Act may sink two local companies - Fishermen's Finest, a fishing company based in Anacortes, and Dakota Creek Industries an Anacortes shipyard. Fisherman's finest contracted with Dakota Creek to build a state-of-the art trawler, named America's Finest. The problem is that the shipyard used too much foreign steel that was modified before being imported to the U.S. This oversight by the shipyard makes the new ship ineligible for the Jones Act trade. To legally fish in U.S. waters, they need a waiver from the Jones Act. A lobbying effort has gained support and the House

Transportation and Infrastructure committee has approved an amendment to the Coast Guard Authorization Act of 2017 that would allow an exemption for America's Finest.

Columbia River

*Captain Bill Good, #1924-RU,
Chapter Secretary*

Report not available.

Seattle PNW

*Captain Doug Subcleff, #2329-RU,
Chapter Secretary*

With 16 in attendance, the April Meeting was held at the new location of McCormick & Schmick's in Bellevue. The Joint CAMM-IFSMA Conference was discussed. CAMM Seattle will be represented with Ms. June Millard along with Captains Klein, Moore, Coulombe, and Hunziker to attend. To prepare, attendees reviewed CAMM's Position Statements and Views. With one exception, the consensus was to maintain the current positions, after making sure they are updated as needed. Position 2015-01 should be discontinued and CAMM should support H.R.1240.

Mr. Heron Scott, Executive Director of the Virginia V Foundation spoke. The Steamer Virginia V Foundation is an organization dedicated to preserving, interpreting, and operating the SS VIRGINIA V, Puget Sound's last wooden passenger steamboat. The history of this sole survivor of the

"Mosquito Fleet" is documented in the book: *Steamboat, Virginia V*. Heron Scott also spoke about the Virginia V summer internship training offered to qualified high school students. The description will be on the Virginia V website (www.virginiav.org) after the site's overhaul. For now, contact Heron Scott at heron@virginiav.org.

In May, 13 attended our meeting held at McCormick & Schmick's. Captain Klein began with news about the passing of CAMM member, Captain Del Kelly. Captains Klein, Moore, and Hunziker all spoke about the annual meetings of CAMM and IFSMA recently held in Baltimore, MD. Of special interest at both was the topic of cyber security at sea: how a ship's GPS & ECDIS could be susceptible to exterior interference by hackers. Subsequent discussion focused on the over-reliance on electronics and the need to keep mariners trained in basic navigation techniques.

Discussion also focused on "autonomous shipping," a developing strategy that began with automated engine rooms and could later lead to unmanned ships in selected routes. Captain Klein also spoke about his recent experience as a judge at the YMTA Maritime Education Scholarship competition at Compass Courses. Locally, MITAGS - PMI has announced that Seattle-based Fremont Maritime Services merged its operations into MITAGS-PMI.

CROSS'D THE FINAL BAR

CAPTAIN DELBERT KELLY, JR., 1940-2017

Captain Delbert J. Kelly Jr. peacefully passed away on Tuesday, April 18, 2017. He was 76 years of age and a resident of Tacoma. He graduated from West Seattle High School in 1958 and following in his father's footsteps, began a maritime career. He was a "Hawsepiper sailor" — working his way up from Ordinary Seaman to Captain. After working for the Washington State Ferries and Crowley Tug Services, he became a Puget Sound Pilot in 1979. Captain Kelly reluctantly retired in 2002 for medical reasons. He was the second of three "Captain Kellys" to pilot ships on Puget Sound, his father before him and his son following. A long-standing leader within the Puget Sound Pilots Association, he remained actively involved in the maritime industry by transitioning to the role of an educator at Pacific Maritime Institute in Seattle. He was a mentor to many people in both his personal and professional life. Captain Kelly is survived by his children: Captain Patrick Kelly (Brynne), Lani Witherby (David), and Kristi Sacco (Scott). Grandsons: Tim, Ryan, Shaun Jr., Dylan, JT, and Blake. Granddaughters: Kenzie, Faith, Kali, and Moriah.

At the CAMM-IFSMA Conference

CAMM CONFERENCE PHOTOS

Aboard the Spirit of Baltimore of a Dinner Cruise.



Ms. June Mallard and Cadet John Moore



CAMM and IFSMA 2017 attendees

2017 & 2016 Lalonde Award Winners



Father Sinclair Oubre and Captain John A.C. Cartner

Ms. Katrin Pruessing and Captain Peter Langbein



Empowering and Informing Ship Masters in the 21st Century
April 17 - April 21



Captain Tair-Chung Ann, Captain Juan Gamper, Captain Kuo-Liang Lee

Protecting and Informing Ship Masters in the 21st Century

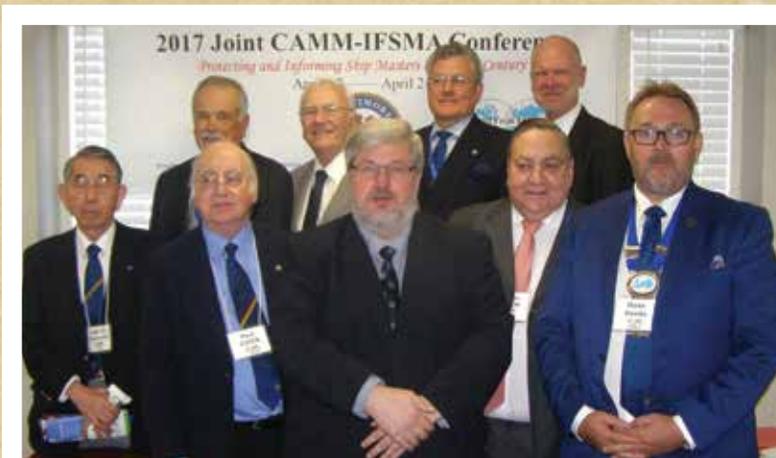
The Council of American Master Mariners (CAMM) and the International Federation of Ship Masters' Association (IFSMA) kicked off their joint conference on April 17 with a round of golf at the Sparrows Point Country Club, courtesy of Captain Beth Christman. This was followed by early registration and a welcome reception in the lobby of the Maritime Conference Center.

CAMM President Captain Jeff Cowan welcomed IFSMA to Baltimore and the Maritime Conference Center at the Maritime Institute of Technology and Graduate Studies (MITAGS). IFSMA's President, Captain Hans Sande thanked CAMM for hosting the Conference and IFSMA's Annual General Assembly (AGA) began with Professional Papers Presentations. IFSMA speakers covered a variety of maritime topics over the next two days, and concluded Wednesday with its 43rd AGA Business Meeting.

On Thursday, CAMM held their Professional Development Conference with a host of speakers addressing key maritime issues. On Friday, CAMM held its 78th Annual General Meeting followed by a Board of Governors Meeting.

In addition to golf and the meetings, several social events were held during the week. On Tuesday, spouses and guests toured Washington, DC and attendees enjoyed a traditional Maryland Crab Feast that evening. Wednesday night, MITAGS hosted a reception in the Maritime Memorabilia Room followed by a tour of the MITAGS bridge simulator. On Thursday, spouses and guests toured Annapolis, including the United States Naval Academy, and in the evening, they joined in a Dinner Cruise around Baltimore Harbor and the Patapsco River.

The Conference ended Friday evening with the Closing Dinner. CAMM presented the Lalonde "Spirit of the Seas" Award to Father Sinclair Oubre. Keynote Speaker Admiral Paul Thomas spoke on the challenges facing the maritime industry. Closing remarks were made by Captain Hans Sande, Commodore Jim Scorer, and Captain Jeff Cowan. During the Conference, new friendships were forged and all in attendance felt their knowledge had been enhanced.



Front Row L/R: Captains K. Akatsuka, Paul Owen, Castro Marcos, and Hans Sande
Back Row L/R Captains Jeff Cowan, Cal Hunziker, Commodore Jim Scorer and Captain Fritz Ganahorn



Propeller Club of
Baltimore



ASSOCIATION OF
MARYLAND PILOTS



Captain Alan Dougall



FOSS

Captain Frank Zabrocky

Bayshore Marine
SeaSandMarine
Captain Caicchio
Captain Corso
Captain
Triandafilou
Captain Caffrey
Captain Huggins
Captain Holden
Captain Riggs

Captain Fitzgerald
Ms. Milliard
Captain Quick
C/E Horace George
Captain Carlson
Captain Cox
Captain Green
Rear Admiral Krinsky
Captain Petersen

Administrative Burdens

Captain Fitz Ganzhorn, IFSMA Vice President and the Director General of Danish Maritime Officers, made a presentation on the Administrative Burden of seafarers and Shipmasters. His power point presentation is available online at: <http://www.ifsma.org/temp-announce/aga43/AGA43%20Report.pdf>.

“It is not a specific burden which causes frustration. Instead it is the sheer sum of burdens which has accumulated over the years.”

Captain Ganzhorn started with the results of a 2011 Danish survey that showed that seafarers spent 20% of the work day on administrative burdens as opposed to 9% of workers in land offices. The survey found that seafarers understand the need for certifications, documentation and inspections,

but noted that, “It is not a specific burden which causes frustration. Instead it is the sheer sum of burdens which has accumulated over the years.”

In 2015, IMO made thirteen (13) recommendations to address the burden of administrative paper-

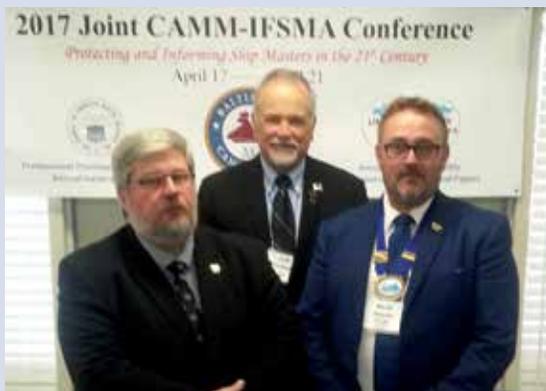
work aboard ship. The core of the recommendations concentrated on the use of electronic means for reporting. IMO should establish a web based information portal that would accept electronic record keeping and recognize electronic certificates. Electronic documents should be recognized and multiple reporting should be avoid-



Captain Fitz Ganzhorn

CAMM PHOTOS

ed. The final recommendation was to “increase efforts to avoid future administrative burdens.” Both IFSMA and CAMM will continue to address this problem by calling for more support from shore side management and by enumerating our concerns.



L to R: Captain Will Wittig, IFSMA Deputy President; Captain Jeff Cowan, CAMM National President; Captain Hans Sande, IFSMA President



IFSMA members in attendance at CAMM’s PDC.



Maritime TV films the activities.

Evaluation of a New Risk Category: Maritime Cyber Threats

Case Study: AIS Threats presented by A.Tuğsan İşıaıçık Çolak

Captain Çolak's presentation on Cyber Threats and specifically threats to AIS was enlightening and concerning. The information was well received and a lively discussion followed her talk. She holds an Oceangoing Master's License and a Captain Lecturer Istanbul Technical University Maritime Faculty. Her entire presentation can be found at: <http://www.ifsm.org/tempannounce/aga43/Cyber%20Threats.pdf>



Captain Colak started by defining the International Ship and Port Facility Security Code (ISPS Code) as “a comprehensive set of measures to enhance the security of ships and port facilities, developed in response to the perceived threats to ships and port facilities in the wake of the 9/11 attacks in the United States.” Implemented in 2004, the ISPS Code focuses mainly on protecting ships against maritime terrorism. The code has been of little or no help in protecting vessels and seafarers against modern-day piracy as piracy is not defined as terrorism.

A new risk category: Cyberattacks and Threats

Piracy is a threat, but other risks have also appeared. Cyber related risks are a rapidly growing category of the risks to ports and vessels.

A cyber-attack is any “attempt to damage, disrupt, or gain unauthorized access to a computer system, or electronic communications network.” The maritime industry operates sensitive equipment, easily accessible through the Internet. Many operators can operate electronic equipment, but they lack the necessary information-technology (IT) skills to solve IT problems. Without IT skills, users are defenseless and companies vulnerable. In 2015, Lloyd's of London estimated that cyberattacks cost companies \$400 billion annually.

Vulnerabilities of On Board Systems

There are two basic categories of cyberattacks: 1) untargeted attacks, where a company or a ship's systems and data are one of many poten-

tial targets; and 2) targeted attacks, where a company or a ship's systems and data are the intended target. Cyberattack techniques include: Social engineering, Phishing, Waterholing, Ransomware, and Scanning.

Vulnerable equipment includes the navigation systems. Four critical systems aboard ships are: the Automatic Identification System (AIS), Global Positioning System (GPS), Electronic Chart Display Information System (ECDIS), and Industrial Control System (ICS). Of these systems, AIS may be the most vulnerable. AIS works by acquiring GPS coordinates and exchanging current and up-to-date information with ships and maritime authorities via radio transmission. AIS is incorporated into many of the onboard electronic systems including ECDIS, radars and Search and Rescue Transponders. With its deep integration into ship systems, AIS is a favorite target for cyberattacks.

RF Based Threats to AIS:

Fake CPA Alert - generating a fake possibility of a collision with a spoofed ship, triggers a CPA alert which could lead the targeted ship off course where it could hit a rock or run aground.

SART Spoofing - an attacker can trigger SART alerts to lure victims into the attacker-controlled sea space.

Fake Weather Forecasts - involves announcing false updates such as a sunny day when a squall is actually expected.

Ship Spoofing - refers to crafting a valid, but nonexistent ship, by assigning static information such as vessel name, identifiers, course and speed, etc. This provides attackers a wide

range of malicious attack scenarios.

Aids to Navigation (AtoN) Spoofing - by generating fake AtoN information, a target ship is lured into making wrong maneuvers. For example, attackers could place one or more fake virtual AtoN near a harbor entrance.

Hijacking - allows an attacker to change any information transmitted by existing AIS stations. Information about real vessels and/or information provided by authentic AtoN is modified for the advantage of the attackers.

Slot Starvation - attackers impersonate maritime authorities for the entire AIS transmission. “Address space” is reserved in order to prevent all stations within coverage from communicating with one another.

Frequency Hopping - impersonating maritime authorities to instruct one or more AIS transponders to change frequencies.

Timing Attacks - malicious users can delay AIS transponders' transmission times which allows vessels to “disappear” from AIS-enabled radars.

Çolak closed noting that Cyber Technologies have become essential to the operation and management of numerous systems critical to the safety and security of shipping and to the protection of the marine environment. To mitigate the ‘Cyber Risk,’ the most vital step is to be familiar with maritime cyber security and to increase cyber awareness in the Maritime Industry. There is also a need for improving and finding new methods to reduce risks, developing contingency plans and implementing a ship management awareness program for both ship and shore personnel.

To the Master's Satisfaction – FFE/LSA

The following summarizes the presentation by Captain Allan Graveson, Senior National Secretary of Nautilus International. After illustrating and expounding on various ship's safety equipment, Captain Graveson asks—, "Is this to the Master's Satisfaction?"

International regulation by its nature is a compromise to achieve acceptance and implementation. In relation to ship's safety equipment, compromise is based on immediate cost rather than a detailed analysis of the benefit of an additional expenditure (investment). Furthermore, regulations are updated infrequently and fail to keep pace with technological innovation. Fire Fighting Equipment (FFE) and Life Saving Appliances (LSA) are usually purchased at a minimum cost with little incentive to buy newer and more satisfactory equipment.

FFE, and to a lesser extent LSA, are rarely used in earnest. But when used, should be fit for purpose. This should apply not only to emergency situations but also to training and exercise drills where seafarers are placed at risk of injury. The dangers of inadequate equipment, particularly lifeboat launching systems and hooks, are well documented. However, that of protective equipment used as FFE and LSA are rarely, if ever, referred to.

Seafarers are frequently exposed to ill-fitting and poor-quality equipment. This is particularly apparent when using fire suits, where one-size-fits-all, and helmets and harnesses are not fit for the individual designated to don them, be they male or female, large or small. Equipment used in everyday occupational work on-board i.e., Personal Protective Equipment (PPE), may be only marginally better and there are significant deficiencies in all sectors when it comes to accommodating the requirements for women's protective clothing.

Accident investigations routinely fail to recommend either to regulators or

companies the need to invest in up-to-date equipment. Recommendations are confined to some minor change to procedure such as a 'toolbox talk' or 'risk assessment'. They rarely if ever suggest a change in regulation and/or improvement in equipment and rarely are recommendations made for structural changes unless an element of civil litigation is present.

The ship is designed and built to regulatory requirements and Class Rules, however inadequate. FFE and LSA are assigned by international, regional and national regulation dependent upon type and size of vessel. International standards have become norms with respect to equipment fitted, unless an owner wishes to go beyond the minimum regulatory requirements; few choose to do so.

Attention in recent years has focused upon the adequacy of lifeboats and in particular 'hooks'. An industry that cannot solve a simple issue such as 'hooks' lends itself to the accusation as to its ability to ensure any level of safety.

Looking to PPE, safety harnesses for working at heights, some – regrettably, few – have two securing lanyards so that one can always be secured whilst moving around aloft. Few vessels carry a rescue harness for evacuating a person to the deck. Looking to FFE, helmets and air bottles are rarely suitable for enclosed space rescue. Similarly, stretchers are far from satisfactory for enclosed space rescue or for transferring the injured ashore. As for designated Fire Fighting Suits, usually, the minimum are carried. They are one size fits all but frequently not the assigned person on the muster list. Large or small – male or female, poor fitting is the order of the day. Looking to LSA, survival suits are also generally one size fits all and a seafarer's survival suit will, most likely, be a bad fit. This in-turn reduces the seafarer's chance of survival should the individual actually need to use it.

FFE is somewhat the poor relation to LSA. Fixed systems have seen changes, such as 'high fog' yet little attention has been paid to personal equipment provided



Captain Allan Graveson

onboard for fighting fire. Enclosed space rescue is completely neglected – hoping that the FFE will do. Personal equipment for shore firefighters has made significant advances in recent years and is readily available for emergency services and in hazardous and specialized industries. Improvements in equipment at sea are largely confined to government-owned ships, specialist vessels and some passenger ships.

Masters have no say on what FFE and LSA they find on-board, yet have the responsibility for those using them and those that depend on those using them. Masters generally choose not to speak out against inadequacies. While fixed equipment may be difficult to rectify, personal FFE and LSA should be addressed.

Masters who are aware of equipment inadequacies – what should they do?

They are unlikely to produce a signed article for one of the professional journals from a fear of incurring the displeasure of the industry or owners. Similarly, Masters are unlikely to bring it to the attention of flag state authorities who are content to enforce current measures and no more. The flag state's fear of being branded as a 'gold plating' authority, resulting in loss of tonnage, is also a factor.

The International Management Code for the Safe Operation of Ships and Pollution Prevention (International Safety Management [ISM] Code) adopted on 23 November 1995 provides the authority for masters to request and be provided with the necessary



PHOTOS COURTESY CAPTAIN ALLAN GRAVESON

Equipment and protocols are in place, but are they adequate?

equipment, specifically in Section 5.2: “The Company should ensure that the SMS operating on board the ship contains a clear statement emphasizing the Master’s authority. The Company should establish in the SMS that the master has the overriding authority and the responsibility to make decisions with respect to safety and pollution prevention and to request the Company’s assistance as may be necessary.” The provisions contained in the ISM Code are rarely utilized.

The option should be a simple one – given the provision of the ISM Code – notify the Designated Person Ashore and all should be fixed. If only it were so simple. There may well be companies that respond positively, many will not, citing compliance with dated regulations knowing that is all they need to provide in order to avoid sanction.

The Master has limited recourse being between a ‘rock and a hard place’. In the ideal world, this should not be so, as provided for in the ISM Code. A Master should expect to be provided with a ‘well-found’ vessel and where deficiencies exist, upon notification, for them to be rectified. Looking

at some equipment on-board ship today, one asks oneself, “who else uses this stuff”? Museums come to mind.

The Master may be in a weak position where there is no protection afforded by an association/union or professional body. The flag state may not have ‘whistle blowing’ protection laws, as exist in a number of developed countries. Because compliance with prescriptive requirements is the norm, little traction is likely to be achieved. However, in countries with a combination of international, sometimes regional and national regulations, the legal environment exists where it may be possible to affect change.

The P&I Clubs estimate that each death at sea costs \$100,000. Therefore, there is little incentive to improve safety. Unions and professional bodies generally, with a very few notable exceptions, rarely challenge a death on-board and seek either additional compensation or prosecution. It is the seafarer’s fault; they were killed or someone else on-board, frequently the Master. The owner/manager rarely will come into the frame of consideration. But, when this is a large company and/or a recogniz-

able name, action is taken; this depends on the flag state and jurisdiction of the incident.

For many trading vessels, the equipment is standard, ill-fitting and simply not fit for purpose. The present regulations fail so many seafarers, placing them and their ships in danger. International regulation needs to change to encourage the carriage of new and additional innovative equipment without undermining current prescriptive requirements. Naturally, there will be those who seek to prevent or delay change, yet the force of one’s argument, given current legal thought, should eventually prevail.

The Master is undoubtedly the scapegoat for failure by regulatory authorities and an industry that places little value on a seafarer’s life.

If Masters are unable to speak out, surely their associations/unions and professional bodies should do so. This requires: organizations insisting companies provide the proper equipment, notifying P&I Clubs of perceived deficiencies, and informing seafarers of the latest equipment available, so as to protect their lives. 

MCL 2006 Now Enforce on 91% of World Shipping

All ships must have valid Maritime Labor Certificate aboard - applies to all including US

Mr. Mark Dickenson, General Secretary at Nautilus International*, spoke on the current state of the Maritime Labor Convention 2006 (MLC 2006) and how it affects mariners. MCL 2006 is a “seafarers bill of rights” which sets international minimum standards for working conditions for seafarers which helps level the playing field for ship owners. Mr. Dickenson stated that while MLC 2006 does not entirely meet expectations, it can improve working and living conditions for seamen. Making seafarers aware of their rights and enforcement of the convention will remain a challenge.

Mr. Dickenson detailed what MLC 2006 covered and how it was to be enforced. He noted that, while the convention took effect in 2013, as of January 2017, ships must have onboard a valid Maritime Labor Certificate and a Declaration of Maritime Labor Compliance. This applies to all members of the International Labor Organization (ILO), including the United States. Port State inspectors will check for these documents and, if not aboard, the ship may be subject to a rigorous inspection to ensure that it complies with MLC 2006. He warned the Masters in the room that they needed to ensure that they had the proper MCL documentation, otherwise, their ship could be detained or fined.

Eighty-two ILO member states (countries) have ratified the convention and this represents 91% of the world gross tonnage of ships. While a member state, the United States has yet to ratify the convention. Mr. Dickenson facetiously suggested that maybe the reason the US has not ratified MLC 2006 is because it has the word “Labor”



Mark Dickenson delivers MCL 2006 update at the CAMM-IFSM Joint Conference CAMM PHOTO

As of January 2017, ships must have onboard a valid Maritime Labor Certificate and a Declaration of Maritime Labor Compliance. This applies to all members of the International Labor Organization (ILO), including the United States.

in the title. Realistically, he noted that several states have “right-to-work” laws and MLC 2006 guarantees seafarers the right to organize and bargain collectively. Those in attendance were encouraged to contact their government representatives and push for the ratification of MLC 2006. It was noted that CAMM’s Position 2006-

09 (ILO Maritime Labor Convention 2006) states that we support the U.S. ratification of MLC 2006.

**Nautilus International is a trade union and professional organization representing more than 22,000 maritime professionals in the UK, Netherlands and Switzerland.*



High North Search & Rescue

Captain Tor Husjord

Captain Tor Husjord delivered a presentation on Search and Rescue in the High North (SARiNOR). This is a joint venture between public and private partners that represents a considerable amount of competence, experience, needs and requirements for search and rescue in the High North. The High North is what Americans call the Arctic. The High North is a top priority area for the Norwegian government as 90 % of Norway’s ocean territory is in this area and this is where approximately 80% of all Arctic activity currently takes place.

Increased Arctic traffic and activity introduces higher risk of larger accidents with the potential loss of human lives and/ or environmentally damaging consequences. Norway has, through



Illustration of rescued survivors being transported to the emergency shelter tent camp set up on an ice area near the stricken passenger ship.



ILLUSTRATIONS COURTESY CAPTAIN TOR HUSJORD

Animated illustration of Search and Rescue helicopter delivering a life raft for emergency evacuation of passengers from grounded cruise ship.



CAMM PHOTO

Captain Tor Husjord

the Arctic Council’s SAR agreement, accepted the responsibility for a search and rescue capability for an area that stretches all the way to the North Pole, which is an area which is far greater than the Norwegian territory.

The question is, are we prepared for this responsibility? The Norwegian Parliament’s white paper for long-term policies, “The High North - Visions and Strategies” from 2011 states that, “The government shall secure Norway’s ability to perform rescue services in our own and neighboring rescue responsibility areas by maintaining and reinforcing our capacity to conduct efficient

search and rescue operations. . . . It is the responsibility of each business operator and its associations to systematically strive towards reducing risk of accidents and to a larger extent control crisis by themselves than what is required in other waters.”

Captain Husjord stated that the SARiNOR project is a direct answer to this appeal as industry actors join forces to solve a national challenge. There is funding for the SARiNOR project’s support organization, but funding for equipment and training was not addressed in the presentation. Captain Husjord concluded by showing an eight minute animated video of how SARiNOR would work to protect the environment and save lives.

The video, titled “Arctic Mayday”, details how the Norwegian Control Center would co-ordinate rescue efforts of a passenger ship grounding in the High North. It showed a tremendous amount of equipment and trained personnel being deployed to the scene. The air fleet included 2 fighter jets to provide real time pictures, an Orion surveillance plane for air traffic control, drones, 2 Hercules cargo planes with trained arctic rescue personnel and equipment, plus 3 rescue helicopters and 2 tanker helicopters. Equipment used included inflatable slides, rafts and a tent camp to be set up on a nearby ice area. It was an impressive video and worth viewing. It can be seen at <https://vimeo.com/102511982>.



Autonomous Ships: A Future Not Guaranteed



HRONN



Captain George Quick



Morten Kveim

IMO Assembly resolution A.947, Human Element Vision: “a complex multi-dimensional issue that affects maritime safety, security and marine environmental protection. It involves the entire spectrum of human activities performed by ships’

crews, shore-based management, regulatory bodies, recognized organizations, ...”.

The future of autonomous ships was the topic of presentations by Captain George Quick and Morten Kveim. Mr. Kveim’s slide presentation can be seen at IFSMA AGA <http://www.ifsma.org/tempannounce/aga43/Autonomous%20Ships.pdf> and *Sidelights* published an extensive article on the subject by Captain Quick in February 2017 (http://www.mastermariner.org/sidelights/issues/Sidelights_feb2017.pdf).

Each listed concerns about the implementation of totally unmanned ships. The ocean environment cannot be controlled which can lead to a variety of malfunctions in remote areas. Once an unmanned ship is at sea, there would be little or no access to the vessel by maintenance personnel to effect repairs. Other concerns include pilotage, mooring and unmooring the ship, insurance, cyber security, liability, and training issues.

There are already autonomous areas aboard ship, most notably unmanned engine rooms. Captain Quick said that as always finances will drive the argument. With crew-costs less than 10% of operating costs, he does not see companies taking on the financial exposure that would be incurred should an autonomous ship become a major marine casualty. During discussion, Captain Hans Sande stated there was no logical reason why we should have Autonomous Ships. If there is one thing we will have enough of in the future, it is people. He added that the manufacturers are driving this autonomous ship campaign. Captain Allan Graveson said that water surface transport is the most difficult to automate due to the high density of traffic along with possible navigation difficulties and that complex engineering is the main problem. He said that this technology

can either enslave us or liberate us. Regarding existing autonomous vessels, he gave the example of unmanned minesweepers. Captain Graveson commented that we are now embarking on the 4th industrial revolution and concluded that we should get technology to work for us, and we should embrace it and not fight against it. Morten Kveim suggested a step by step approach and that as leaders in the industry we do not want to be seen as “Luddites.”

IFSMA’s Secretary General, Commodore Jim Scorer asked, “What will the future be – it is important that IFSMA and ITF join the debate. There is a long way to go.” The consensus was that the new technology will eventually make us directors of “robot” ships. IFSMA, along with CAMM, should not fight the technology but be in on the ground floor of discussions so as to direct a sensible outcome. 



Council of American Master Mariners 17th Professional Development Conference

National President Captain Jeff Cowan opened CAMM's 2017 Professional Development Conference (PDC) by welcoming everyone and thanking IFSMA for their Professional Papers Presentations over the previous two days. He then introduced CAMM's National Secretary/Treasurer, Captain Manny Aschemeyer and the Immediate Past President, Captain RJ Klein.

Maritime TV was in attendance to record CAMM's 17th PDC, and all the presentations can be viewed at <http://www.maritimetv.com/Events/camm2017/VideoId/-1/UseHtml5/True>. This year's Conference, Protecting and Informing Ship Masters in the 21st Century, was underway as Captain Cowan introduced Captain Dana Goward



PHOTOS BY CAMM

CAMM President Jeff Cowan opens the PDC.



Dana Goward, President of the Resilient Navigation and Timing Foundation.

Reliable Resilient Navigation

Without GNSS almost everything starts to fail

its vulnerabilities, and what mariners can do to protect themselves. He pointed out that the global economy has become totally dependent upon GPS. GPS allows for synchronized precise timing and is used in all phases of transportation, navigation, financial systems, IT networks, data bases, telecommunications, and power grids. Even back-up systems are GPS dependent as GPS is needed for synchronization. Many older mariners do not realize that today's gyros are dependent on GPS for their latitude input. Goward said, "Without GNSS*, almost everything starts to fail."

Captain Goward suggested that a GPS failure could result in cascading and escalating system failures. "We just don't know how our systems will be affected because they are so complex and intertwined - but we know that it can be a really bad thing," he said. Captain Goward stated that the Father

of GPS, Dr. Brad Parkinson, has said that GPS is the single point of failure for America's critical infrastructure. This assessment has been confirmed by the Department of Homeland Security.

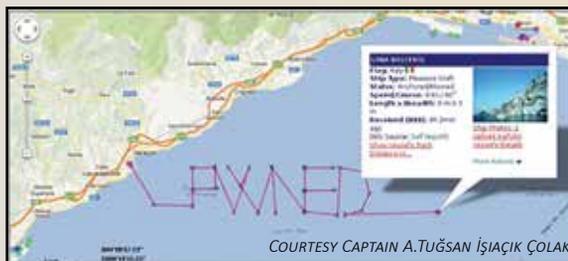
Unfortunately, GPS signals can be easily interrupted for many different reasons. Solar flares, targeted cyber-attacks, and jammers can easily affect GPS signals. Man could affect GPS signals just by putting too much trash into space and of course, our satellites are subject to military attacks by our enemies. Captain Goward explained that GPS signals are very weak - they are nearly 50 times fainter than the "hum of the universe." The only reason receivers are able to find GPS signals is because the signals are coded and the receivers look for the code.

Solar flares interrupted GPS signals in 2006, 2007 & 2014 GPS. These flares were small in comparison to the biggest solar storm on record, called the Carrington Event, which happened in 1859. This happened when the earth's orbit intersected with a geomagnetic storm generated by the

sun. During the event, the Northern Lights could be seen in Egypt and the ionization of the earth's atmosphere increased the currents in telegraph wires to the extent that telegraph stations were set on fire. Could such a storm happen again? It did in 2012 but the earth was farther along in its orbit and did not take a direct hit, so little damage occurred. Captain Goward suggested that if the Carrington Event were to happen, satellites would be fried along with ground electronics and "we could be set back 200 years."

Captain Goward touched on spoofing and gave several examples, including the one used by Captain A.Tuğsan İşıaık Çolak (see page 19). He also elaborated on the many types of GPS

Continued next page 26>>>



COURTESY CAPTAIN A.TUĞSAN İŞİAİK ÇOLAK

An example of what spoofing can do. A game of connect the dots through ship misdirection.



Navigation Skills Assessment Program

Utilizing simulation as a risk mitigation tool for watchkeeping

Mr. Glen Paine educated the conference on the Navigation Skills Assessment Program (NSAP). The Maritime Institute of Technology and Graduate Studies (MITAGS) started the program in 2006 in response to a request from the Puget Sound Pilots for an additional way to help in the pilot selection process. They were not looking for a training or teaching program, but for a way of assessing performance. The program is now globally recognized and there are assessment centers in six countries.

Mr. Paine stressed that this is an assessment tool. There are approximately 30 assessment points which are broken into broad categories to formulate an assessment score. Some of the assessment criteria that are objectively measured are Bridge Resource Management, shiphandling, use of navigational tools (RADAR, ECDIS, AIS, etc.), COLREGS, situational awareness, piloting, multi-tasking, and communications.

Industry uses it for pre-employment screening, pilot selection, junior officer evaluation for promotion, ferry boat operator evaluation, and assessing management level officers. There are currently six Navigational Skills Assessment Programs (Pilot, Ocean I, Ocean II, River, Workboat, and Ferry) each with a minimum of two scenarios. To date, 1,800 mariners have participated in NSAP. Mr. Paine stated that the program will continue to

improve as more background information is obtained. He said that one U. S. company put all of its deck officers through NSAP. Afterward, the obtained background information that enabled MITAGS to identify what maritime training program each participant came from (i.e. Mass Maritime, Kings Point, CAM, etc.). Strengths and weaknesses of each program were identified and taken back to the schools to help them improve their training.

NSAP received the Professional Mariner Magazine 2017 Plimsoll Award for Outstanding Service by an Organization and was a 2017 finalist for the Lloyd's List America Award. NASP is defined as, "A risk based measurement tool to assess a mariner's performance in the simulator, focused specifically on the required core skills of licensed deck officers, as defined by international standards and industry best practices." For more information on this program go to: <https://nsap.com/>

GPS Vulnerabilities >>> Cont'd from page 25

jamming devices that are available. They are cheap and easy to obtain. Some jamming devices are as small as a cigarette lighter and as cheap as \$40.

Captain Goward then elucidated on ways mariners could protect and toughen themselves against GPS system failures. Protection entails knowing your system's dependencies, knowing the people aboard your ship, and looking out the porthole. In addition, there are jamming and spoofing detection devices available. Mariners can toughen their systems by using multiple receivers along with anti-jamming and anti-spoofing receivers. There are also antennas that are sky-looking, making them harder to jam the GPS signal. Using multiple antennas that are physically separated can also make jamming more

difficult. Finally, check your navigation the old fashion way by using radar fixes, depth sounders, and star sights.

As an industry, Captain Goward stated that the FCC should not allow strong signals to interfere with GPS signals, and we need to support stronger laws against jamming and spoofing. The industry also needs to support eLoran as an electronic alternative to GPS navigation. To view Captain Goward's presentation go to: <http://www.maritimetv.com/Events/camm2017/VideoId/2736/camm-2017-presentation-1-reliable-resilient-navigation-rrn>

**GNSS stands for Global Navigation Satellite System, and is the standard generic term for satellite navigation systems that provide autonomous positioning with global coverage. GPS is the term used in the United States*

New Electronic Age for Masters

Will a Single Window System ever become a reality for the Maritime Industry?

Captain Peter Langbein's presentation focused on the enormity of the task facing the international shipping

the Weser, EMS Jade and Cuxhave.

The European Maritime Safety Agency (EMSA) is a European Union agency charged with reducing the risk of maritime accidents, marine pollution from ships and the loss of human lives at sea by helping to enforce the pertinent EU legislation. It is headquartered in Lisbon. The EMSA has been tasked with making the European Maritime Single Window (EMSW) program operational. The main objective is to demonstrate a way in which cargo information required by both maritime and customs authorities can be submitted with other reporting formalities in a harmonized manner via a EMSW.

Standardizing the codes to be used presents another problem. Does "FIN" stand for Philippines or Finland? Is "Ge" Germany or Georgia? What are the codes for ship types? Is a bulk ship a "BKS" or "BLK." States also have different IT networks and different tracking systems, and how the information is transmitted is not standardized. The use of email and the internet to transmit data makes the information vulnerable to cyberattack. Captain Langbein said that "At every stop people are hanging malware on the info sheets."

Captain Langbein stated that Germany does have a NSW system in place and was the first to comply with the EMSA directive of 2010 but even their system does not harmonize with the United States Notice of Arrival requirements. He does not see a fully functional EMSW in effect before 2030.

With each state and port having different data requirements, forms, and codes, the Master is faced with a nearly impossible task when attempting to comply with the required electronic notifications of arrivals and departures. Captain Langbein concluded that this administrative burden on the Master will not be reduced until a Single Window System is in place.

Captain Langbein's presentation can be viewed at: <http://www.maritimetv.com/Events/camm2017/VideoId/2740/camm-2017-presentation-4-new-electronic-age-for-masters>



Captain Peter Langbein presents on the development of a "single window."

industry in its attempt to create a single electronic reporting system for transmitting ship data to governmental authorities. The aim is to develop a "Single Window" system that will be able to populate governmental forms with the required ship's data enabling a ship to enter and depart port. Captain Langbein concentrated on the European Maritime Single Window (EMSW) system which is under construction.

As full disclosure, Captain Langbein informed all that he heads a company called Bremer Schiffsmeldedienst, which is a neutral service provider in the maritime industry. His company provides a complete service to shipowners for ship notifications in the German and other EU states. Their service includes registration for customs, e-manifest for cargo, dangerous cargo manifest, and charts. His service offers cyber protection and provides ship traffic information on

information required by both maritime and customs authorities can be submitted with other reporting formalities in a harmonized manner via a EMSW.

The idea is for all 28 states (nations) of the European Union (EU) to have a working National Single Window (NSW) for ship notification of arrival and departure. The NSWs would link to the EMSW allowing Masters, shipping agents and shipowners to store the required ship's data for entering and departing all EU ports in one place.

Captain Langbein said that it is very difficult to combine the requirements of 28 states. It starts with identifying what data is required? Cargo manifest, dangerous cargo on board, crew information, and ship's particulars are obvious, but additional information varies by states.

CASH RAFFLE Winners

1st Prize: \$800 RADM Richard Gurnon, # 3231-H
Bourne, Massachusetts

2nd Prize: \$500 Captain Thomas F. Taylor, #2406-L
Bradenton, Florida

3rd Prize: \$200 Captain Ron Meiczinger, #1747-U
Bayonet Point, Florida



Christian Hempstead's 22 Axioms of ECDIS:

In some kind of order, and discovered the hard way

Captain Hempstead began his presentation by saying that he was glad to attend this Conference and to be able to address senior Masters because they have a serious role to play in the education of today's junior officers. Captain Hempstead is a Master Mariner who sailed 19 years as junior and senior deck officer with SeaRiver Maritime Inc. Since 1999, he has been developing and delivering certified Electronic Chart and Display and Information System (ECDIS) training in the United States, and was a principal contributor to the ECDIS training requirements in the 2010 Manila Amendments to the STCW Code. He authored the first approved ECDIS course in the United States, and the first certified ECDIS course at U.S. Maritime Academies. As owner and founder of Hempstead Maritime Training, he is presently a full-time training contractor.

Captain Hempstead suggested that, Captains, once they learn to navigate with ECDIS, they become the experts

of mastering navigation with ECDIS, and subsequently the teaching of ECDIS navigation."

Captain Hempstead continued the presentation of his 22 Axioms by stating, "They are not in any particular order but number one, really is number one. It states: No One Setting Suits All Circumstances." He then expanded on this axiom by saying that "ECDIS displays – there may be several – should



Captain Christian Hempstead

reveal, at a glance, solutions to the most pressing navigational questions of the moment. Leaving an ECDIS un-adapted for an extended period is a gross form of 'anti-navigation.' This would be akin to neglect of radar range and

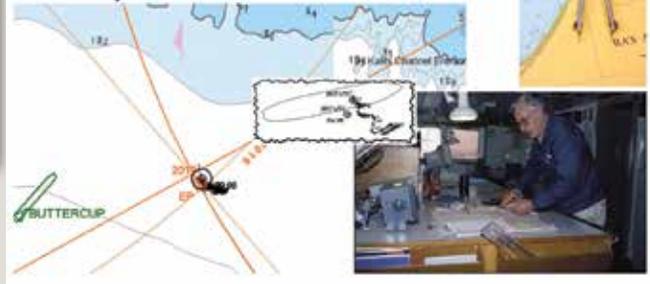
2. The mouse will kill you



and have the responsibility to teach the junior officers. A disconnect is now happening in the industry as many senior Masters, having grown-up in an analogue world, are uncomfortable with the new generation of officers coming aboard who know much more about technology than they do. Captain Hempstead understands that Junior Officers do not have the same navigational background as senior Masters. These Masters must hand down their accumulated knowledge. Junior Officers need to incorporate this knowledge with what they have been taught, thus blending technology with analogue skills.

From his experience at sea and his time as an instructor, Captain Hempstead has developed "22 Axioms of ECDIS." First he defined an axiom which in this case "implies a worthy premise that is often concealed. It is the aim of these 22 Axioms of ECDIS to honestly support the experience

11. Do as you would on a paper chart, and so much more



IMAGES COURTESY CAPTAIN HEMPSTEAD.

gain, VHF monitoring, or not comparing compasses...."

For the next hour, Captain Hempstead continued to list and expand on his 22 Axioms of ECDIS. The room easily related to Axiom #2: The mouse will kill you, and Axiom #12: Do as you would on a paper chart, and so much more. On the fly he was able to make up a new Axiom for pilots, "Beware of the Sleeping Laptop." Each Axiom had valid educational points and the details were well received. *Sidelights* will explore Captain Hempstead's Axioms in much greater detail in the October 2017 issue – look for it. 



Jim Patti, President of MIRAID

Current U.S. Maritime Legislation

"Buy American, hire American" would be good for the US Merchant Marine

Mr. Jim Patti, President of Maritime Institute for Research and Industrial Development (MIRAID), addressed the conference on the state of affairs in Washington, DC with regard to maritime legislation. He started by saying that everyone is still in the process of feeling each other out after the change in the administration. The maritime industry is trying to determine what the current administration will do versus campaign rhetoric.

During the campaign, the President came out strongly for "Buy American, Hire American" which should be good for the maritime industry. He also wanted to slash the Food for Peace program and opposed the Export/Import Bank saying that it was "corporate welfare." Both of these positions would have a negative effect on the US Merchant Marine. A budget has yet to be submitted, so no one knows what the administration may or may not fund.

Mr. Patti listed the industry's priorities and expanded on each. The number one priority is to obtain proper funding for the Maritime Security Program (MSP). Even though ships in the program are contracted for 10 years, funds must be appropriated each fiscal year. The industry is lobbying hard to have authorized the \$5 million per ship budgeted for FY 2017, and also have this amount budgeted

in FY 2018 which begins October 1.

The second legislative priority is maintaining the Cargo Preference Shipping Act. This requires a percentage of military cargo, Export-Import Bank (EXIM) cargo and food aid cargo be carried on US Flag ships. Regrettably, the new administration often takes advice from the Heritage Foundation which in addition to lobbying for the elimination of the Food for Peace program is in favor of abolishing the EXIM. The EXIM is another priority of the maritime industry. Mr. Patti stated that the EXIM has not been able to grant more than \$10 million in aid due to an insufficient number of board members which are needed for a quorum. The President has publicly stated that he now believes the EXIM does help create American jobs and has appointed more board members. However, his appointment to head the board, ex-Representative Scott Garret, strongly opposed the EXIM when he was in Congress.

It is anticipated that the new administration will support infrastructure legislation to finance America's transportation systems. This should include port areas and by extension help the US Maritime Industry. The fear is that Congress may have too much on its plate to properly address infrastructure spending.

The recently introduced HR 1240, would require that a percentage of US oil and gas exports be shipped on US Flag ships. Mr. Patti stressed the need to help Congress understand the connection between cargo preference and national security. Many view the shipment of our national resources as a purely a financial/business transaction. HR 1240 helps address the need to use US ships to transport US exports. (See April 2017 *Sidelights* for more on HR 1240).

During Q&A, Mr. Patti was asked about the recent decision by the

Customs and Border Patrol (CBP) to review the rules governing offshore equipment and vessels. Previously, rules allowed for exceptions and exemptions to the Jones Act, which allowed for Foreign Flag vessels to operate in the U.S. oil and gas industry. This mostly affects drilling operations in the Gulf of Mexico. The CBP recently reviewed these rules and announced that they would register a reversal of the past rulings and bring these operations under the Jones Act. This would be a boon to U.S. shipbuilding and maritime jobs.

Mr. Patti was asked his opinion of new Secretary of Transportation Elaine Chao. He sees her appointment as a positive for the maritime industry. She is conversant with ocean shipping and understands the need for a strong maritime industry. Secretary Chao has indicated that she will work to strengthen the U.S. Merchant Marine.

Mr. Patti closed noting that a three-legged stool supports the U.S. Merchant Marine: 1) MSP 2) Cargo Preference 3) the Jones Act. We must all be ever vigilant to protect against those who continually attempt to dismantle of these programs. In particular, we must keep a "sharp lookout" for attacks against the Jones Act.



Captain Pat Moloney and Captain RJ Klein share a moment during a meeting break.

Under Keel Clearance



Captain James Kip Louttit, USCG, Ret. Is Executive Director of the Marine Exchange of Southern California

Captain James Kip Louttit, USCG, Ret. gave an excellent presentation on the challenge of ensuring sufficient under keel clearance for Very Large Crude Carriers (VLCC) entering the Port of Long Beach (POLB) in a south-

erly swell. He noted that the ports of Los Angeles and Long Beach account for 50% of California's oil lightering. Berth 121 in Long Beach is the only VLCC berth on the U.S. West Coast. Captain Louttit was the Project Manager for the recently completed Dynamic Under Keel Clearance (UKC) Project for the Port of Long Beach. Eleven agencies participated in the challenge of making it possible for VLCC to safely enter the POLB. In 1989, ARCO had VLCCs with 69 feet draft. To satisfy the 10% under keel clearance safety margin, required by POLB, a

channel of 76 feet was needed. It took until 2014 to complete the dredging of the approach channel to berth 121 in Long Beach.

Despite the 76 feet depth, the USCG capped the draft of ships using the channel to 65 feet until a better way to evaluate under keel clearance was developed and validated. In the past, the decision to enter with a deep laden ship was made based on reports from one ocean data buoy, experience and a "seaman's eye." The rule was "When in doubt, bail out." A better way to predict UKC before tankers with 69 feet draft would be allowed to enter the POLB was needed.

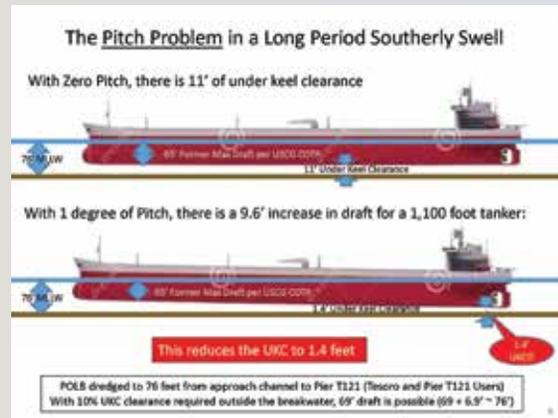
The area of concern is the last leg of the approach entering POLB with a pitching ship in a southerly swell and then the ship listing as it makes

its turn at the entrance to the harbor. To accurately predict UKC, one must know how much a ship is pitching.

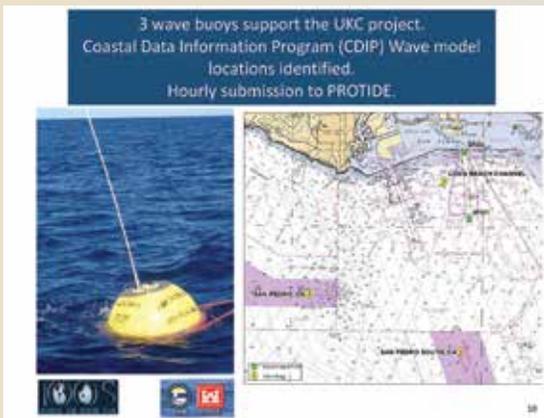
Continued page 40 >>>



Areas of concern are shown in red as deep draft ships enter Long Beach



Demonstration of draft increase due to 1° of pitch



Wave buoy,

Benefits

1. Reduce overall risk of transporting oil on West Coast
2. Reduce oil spill risk
 - a. Fewer oil transfers
 - b. Transfers in protected harbors rather than offshore lightering
3. More efficient use of port infrastructure, tugs & berths
4. Reduced personnel injury/exposure
 - a. Line handlers
 - b. Lessens crew man hours in demanding ops



Ships lightering at sea off the coast of Southern California



Captain Manny Aschemeyer, CAMM National Secretary/Treasurer, has also served as Director of the Marine Exchange of Southern California



STATE OF CAMM

CAMM National President Captain Jeff Cowan



I attended the Maritime Industry Congressional Sail-In last March in Washington, DC along with Captains Joe Hartnett and RJ Klein. The entire group which included maritime industry executives, maritime labor officials, waterfront business representatives, MARAD, and others, was broken into "teams," which were assigned to visit targeted Representatives and Senators. Many were freshmen Members of Congress – so their staffs were all new, too – and they were interested and attentive. The topics and issues pursued included: AQUA lane, support for the Jones Act, support for the EX-IM Bank, support for Cargo Preference and MSP programs, support for the NEW NDRF Vessels to be built and used as training ships for the maritime academies.

Captain Klein visited many Pacific Northwest area Representatives and Senators, while I visited with the California congressional delegation (incl. Rep. Garamendi, Chair of the House Coast Guard & Merchant Marine Sub-committee). In making the

rounds, I noted that there was ONLY ONE Merchant Marine Plaque in a congressional office and that was in Representative Garamendi's office. You see the plaques representing the military services (Army, Navy, Air Force, Marines and Coast Guard) in almost all of the congressional offices – but not the U.S. Merchant Marine. (I wonder, "Are we still regarded as America's "Fourth Arm of Defense?") With this in mind, I propose that CAMM purchase U.S. Merchant Marine Plaques for presentation to the key Representatives and Senators who are supportive of American-flag shipping and the U.S. Merchant Marine. I am not sure of the cost, but it would be a good investment, and a good step in keeping the U.S. Merchant Marine visible and noticed on Capitol Hill.

I believe the most important thing CAMM leadership can do is to get our members involved and engaged with their respective Members of Congress (Representatives and Senators). CAMM needs to be involved with informing Congress about the U.S. Merchant Marine – our official views and positions, which have been updated and are posted on our website, offer good talking points. CAMM has members located throughout the nation. We intend to develop a program for getting our entire CAMM membership engaged with their local

politicians during their visits back to their states and districts. I will stress this: "A local constituent has much more impact and influence with their Members of Congress and Senators than do those from industry and labor and others who knock on their doors." So, now is the time to meet with your elected official when they are in town.

There are not enough of us to do it all alone, so CAMM should link up with the other maritime-related groups – AMMV, The Propeller Club, the Navy Leagues, SNAME, and others. By hooking up with other maritime related groups we can expand our efforts.

(NOTE: this comment sparked some discussions from the floor concerning the pros and cons of the various organizations CAMM could partner with and how best to move forward so that our voice is heard in Washington DC.)

Let me wrap this up with one of my 'sayings' – "If you put up with it, you deserve it!" I mean that if we put up with the present-day situation that our U.S. Merchant Marine suffers with, then we deserve what's there. So again -- we ALL need to be more proactive, more concerned, more involved, and more engaged at all levels (government, the general public, business, education, etc.) I'm open and ready to discuss and pursue any point or issue that may be of special interest to any CAMM member or Chapter. ↴

NATIONAL OFFICERS' REPORTS

National First Vice President's Report: Government & Public Relations

Captain Joe Hartnett, #2193-RU

Welcome everyone to the Baltimore area, especially to our IFSMA guests. We appreciate your coming from afar to be with us this week. We appreciate what you are doing to support Master

Mariners on the International scene – and CAMM is proud to be a part of IFSMA - Thanks again for all your good efforts.

Thank you to those local sponsors who contributed funds in support of

this important conference. The local Propeller Club was particularly generous in their support, and the Maryland

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Annual General Meeting >>> Cont'd from page 31

Pilots Association came through in a very generous way. I want to acknowledge and thank all of our sponsors as our local CAMM Chapter has maintained a close working relationship with them for years. We will continue to support their events as well, including their upcoming golf tournament.

Thank you to Captains Cowan and Klein for coming to this year's Maritime Industry Sail-In event in DC. This is a very important undertaking, and it gives CAMM the opportunity to promote, defend and protect our U.S. flag American Merchant Marine. This year's Congressional contacts were vital as we now have ONLY 78 American-flag vessels sailing in foreign trade worldwide! At one time, we had 200 ships sailing deep-water on the international trade routes, then it dropped to 150 – and now it's only 78. I would urge all chapters to make arrangements to meet with their local representatives to request support for CAMM Positions and the programs which were emphasized during this year's Congressional Sail-In. Members can also submit emails requesting support for maritime programs through a link on the Navy League web site.

In light of this terrible state of affairs for our Merchant Marine, I visit DC as often as I can to represent CAMM. I meet with the elected officials, attend and participate in MARAD's Maritime Day, and participate in the annual "Salute to Congress" (I must mention that the Propeller Club in Baltimore often pays my way when they have an "open seat" at their table).

Congratulations to Senator Mazie K. Hirono (Hawaii) who was honored this year at the International Propeller Club Salute to Congress dinner which I attended on May 2, at the Army Navy Country Club in Arlington, VA. Senator Hirono is the ranking minority member of the Senate's Subcommittee on Sea Power. She is known for supporting many maritime programs which



Captain Chris Carson, SF Bay Area Chapter Representative and Captain Ron Meiczinger, Tampa Bay Sec/Treas

include the Jones Act, the Maritime Security Program, cargo preference and other programs which are vital to the United States Merchant Mariner.

Our local CAMM Chapter also participates in Maritime Day activities in the Port of Baltimore. That observance has been held aboard the N/S SAVANNAH for several years now, and it's a great venue to have. Maritime Day in Baltimore has grown substantially in recent years, with more attendees, including ranking officials and elected folks from DC frequently in attendance. I encourage all the CAMM Chapters to get involved and be seen at these events – and especially on Maritime Day in your area. If you don't have a CAMM flag – we'll get you one – and I can assure you it will be hung for all to see. I also pass out copies of *Sidelights*, info flyers and brochures in DC and all American flag ships I pilot, to inform them about CAMM and its mission.

As a working Pilot and an Officer with CAMM, I have been working to improve the perceived strained relationship between the American Pilots Association (APA) and CAMM. There was a major "falling out" between the APA and CAMM which has lingered for years. APA now has a new pres-

ident and I know him well from my days in Tampa. I have contacted him to start a dialogue to discuss the CAMM-APA relationship which he will do as soon as he gets settled in as President of APA. I'm confident we can turn things around - I'll keep you posted.

A tanker was arrested here last September for various offenses, and the crew was totally abandoned by the ship owner. The crew were left with no money, food or water (They were drinking the condensate water dripping off the A/C units!). All the port stakeholders, led by the local Seafarers Center, rallied to help the abandoned crew with food, water, and other supplies. The International Tradesmen's Federation became involved and told us, "You've got to stop helping that ship and her crew." We asked why, and the ITF stated that as long as we supported the ship and her crew, the ship-owner would do nothing to rectify the situation. We felt it more humane to continue assisting the crew, especially with food and water. A bank eventually seized the vessel and provided funding for the crew and the \$1.5M in repairs (though the repairs might not be completed and ship may be scrapped). The ship is currently at a lay berth in



Baltimore, and most of the crew has been paid off and repatriated to their homes. There are six seafarers remaining on the ship – and a local start-up Internet firm went aboard to set up (for free) the wi-fi and other equipment they need to keep in touch with their families back home. The MPA pilots have been moving the ship around the harbor as necessary, and at no charge, mainly out of concern for the crew that remains aboard. So, there she sits since last September, and with no final solution in sight. “Hats off” to the Seafarers Center and all the port stakeholders (and the Port of Baltimore) for stepping up to help this abandoned and forlorn crew in their desperate time of need.

That’s all I have and again I want to welcome you all to “Charm City” and I trust you’ve been enjoying your stay here.

National Second Vice President’s Report

Captain Pat Moloney #1829-RU

I recently met with the American Merchant Marine Veterans (AMMV) at their National Convention in Reno. As for joining forces with them to pursue the current state of the U.S. Merchant Marine, I would advise against it as their focus is more on the past and not on the future. Their hearts are in the right place, and they are well-intentioned, but they’re spinning their wheels a lot.

I actually have the musical score for the Merchant Marine Hymn - 38 pages, covering virtually any instrument. Maritime Day, Memorial Day, Fourth of July, and Veterans Day, come to mind as times it could be used. I will gladly make the score available to anyone to use for any occasions or ceremonies where it would be appropriate. Please contact me at captmoloney@mastermariner.org.

CAMM’s Chaplain Report

Fr. Sinclair Oubre, #3220-H

Beginning in January this year, we are observing the 75th anniversary of the attacks against American ships by Nazi U-Boats in the Gulf of Mexico

and along the U.S. East Coast during WWII. For us folks from Port Arthur, TX, that milestone had a particular impact and interest for us. In 1942, there were 33 ships that were heading for, or had departed from, the “Golden Triangle” of southeast Texas (the ports of Beaumont, Orange, and Port Arthur) that were attacked by German U-Boats. Most were sunk; others were heavily damaged, resulting in many lives being lost. Each month since January, we have held a ceremony at the Port Arthur Seafarers Center to honor those vessels and the lives lost due the attacks.

In March, we honored and remembered the eight vessels that were en route to or sailing from the Port Arthur area, six of which were sunk and two heavily damaged. Those vessels were manned by seafarers who lived in and around Port Arthur – and who had families, neighbors and friends there.

We want to make the local community aware of the lives sacrificed for the cause of liberty and freedom during WWII. Our local seafarers also manned ships sailing from Houston/Galveston and from Corpus Christi – and we lost many of local seafarers when those ships were sunk or damaged by the U-boat attacks.

We have researched this historical data by looking at newspapers archives from 1942. We were fascinated to see that they not only listed the ships that were sunk or damaged but they also posted all the names of the lost crew members, including their home addresses and the names of their spouses. It was a very personal report on the acts of war which happened right off our gulf and east coasts. All told, 146 local merchant seamen from the Port Arthur area were lost during WWII, with most occurring in 1942 when those 33 ships were attacked and sunk or damaged.

This also had an impact on the various companies and their shore side offices and staff. Gulf Oil Company lost three tankers and both crews in one week; Chevron lost two tankers in one day with all hands going down with the

ships, and Socony Vacuum lost several of their tankers in a one month period with heavy loss of life. So, the cruel reality of war hit home in a very significant way. We will continue our observations throughout the year and at the Port Arthur Seafarers Center.

Sidelights and Website Report

Captain RJ Klein, Sidelights Editor

Sidelights continues to be the public face of CAMM and, along with the website, is considered our best promotional tool. *Sidelights* also serves to promote CAMM and recruit new members. The magazine is sent to over 100 U.S. Flag Ships and to over 60 members of Congress.

Since taking over as Editor, I have made an effort to maintain the high standard of excellence set by Davyne Bradley and Captain Bradley. Our new layout and design person, Ms. Alexia Retallack has done an exceptional job and has brought a new outlook and perspective to the magazine.

Captain Aschemeyer continues to serve as our Advertising Manager and has increased our revenue over the last three years, but we continue to struggle in our effort to make *Sidelights* revenue neutral. Alexia has offered to help with this endeavor and suggests that there may be an agency that sells advertising space to niche advertisers. The idea would be to find an agency that places ads nationally, and have *Sidelights* be one of their targeted publications.

It is important to receive reports from all our office holders. I ask that, when submitting reports and articles, please spell out acronyms the first time they are used. i.e. Safety of Life at Sea (SOLAS). While our members know what SOLAS stands for, no-maritime people also read *Sidelights* and it is our job to educate them. I remind those sending photos to please list the names of any people in the photo and send it in high resolution - email copies are not suitable for print.

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Annual General Meeting >>> Cont'd from page 33

Should we have Letters to the Editor? Most magazines do and they usually generate interest. It was noted that several years ago *Sidelights* had published an email chain letter as a Letter to the Editor. This resulted in the need for publishing a retraction and brought into question the professionalism of our magazine. As editor, I will not publish unsigned letters or letters that are factually incorrect.

Website: In March, the BOG voted to update the website and selected Premiere Design Studios to redesign our website. A prototype was available to show the membership and their input was solicited. Captains Moloney, Carlson and Moore specifically asked to be included in further discussions concerning the design. Anyone wishing to participate in the new design please contact Captain Dave Boatner or Captain RJ Klein.

This will be a totally new look, but our logo will remain the same and the content and links will be retained. The new site will combine and streamline many of the current menu items. The biggest plus will be the ability to update pages without having to know HTML code. This will enable Chapter Presidents (or their designee person) to update the chapter pages while the National Officers and Committee Chairs keep the other pages current.

The new page will open with scrolling photos. It has been suggested that members submit photos of ships they have commanded or piloted. The member name, ship name, and date will be imbedded in the photo. This would personalize our site while showing visitors what our membership does.

We expect the new site to be up and running by the end of summer. It should be noted that this does not change MAS in any way. MAS is our data base and is a totally different program. It will continue as a link on the new website so that members can pay dues online and update information on their personal page.



Attendees focus on one of many presentations at the conference.

THE AGM

Positions and Views

Positions Committee Chairman, Captain Frank Zabrockey was unable to attend this year's meeting. Captain RJ Klein led the review and discussion of CAMM's Positions and Views. The current Positions and Views have been updated and posted on CAMM's website. Action was taken on the following positions:

Safety Requirement for New Ship Construction - 2014-02

This position was amended so show it as a "safety" requirement as opposed to a "design" requirement. This is now seen as a safety issue as the number of decks a pilot needs to climb in order to reach the navigation bridge is increasing with each generation of ships. The aim is to ensure that the pilot arrives on the navigation bridge ready to conn the ship, not winded from climbing ladders.

Support of U.S. Flag LNG Vessels - 2015-01

This position was discontinued. Its original intent was in support of Congressman Garamendi's efforts to promote U.S.-Flag and U.S.-built

LNG vessels. While CAMM still supports this effort, it was decided that a new Position in support of the Congressman's proposed legislation to Energizing American Shipbuilding would be a more affirmative action. It was suggested that a position in support of laws enacted to strengthen the US Merchant Marine be sent to committee for consideration at the next AGM.

Support H. R. 1240 - 2017-01

A new position in support of Congressman John Garamendi's "Energizing American Shipbuilding Act" was passed by the membership. The bill, H.R. 1240, was published in the April issue of *Sidelights* along with an article detailing its intent. It was agreed by those in attendance that it deserved the full support of CAMM. (See http://www.mastermariner.org/sidelights/issues/Sidelights_Apr2017.pdf)

The new Position reads: SUPPORT H.R. 1240 sponsored by Congressman John Garamendi (D-CA-03) and Congressman Duncan Hunter (R-CA - 05). This bill requires that a fixed percentage of LNG and crude oil exports be transported on vessels documented under U.S. law (U.S. Flag Ships). The bill states that the percentage



Captain Kevin Coulombe Seagoing VP Seattle and Captain George Sandberg, President NY Metro

will be 30 % by 2025. Adopted 2017

The following positions were discussed and a vote to continue was passed by the membership: Positions 2004-01, 2004-02, 2004-07, 2006-05, 2006-09, 2007-03, 2007-06, 2008-04, 2009-04, 2011-03, 2012-01, 2012-02, 2012-04, 2013-02, 2013-04, 2013-05, 2014-01, 2014-02. In some cases, a position was updated to reflect a current date or resolution.

Time did not permit a review of CAMM's Views. The Positions Committee will continue to work on views, and they will be brought to the membership at the next AGM. Anyone wishing to take action and participate in positions please contact Captain Frank Zabrocky or Captain Jeff Cowan.

BUSINESS MEETING

Old Business

- Voting by E-Mail – It has been suggested that voting by email be established for conducting the bi-annual National Elections for Officers and for voting on revisions to the CAMM Constitution and Bylaws along with voting on additional pertinent issues. Voting by email is allowed under the Constitution for the BoG in conducting routine business. In discussion, it was determined that voting by email would violate the principle of having a secret ballot requirement plus an electronic voting cannot be cer-

tified as actually coming from the voter. It was decided that voting will continue per the current Constitution and By-laws.

New Business

- Proposed CAMM Sail-In at the local level – President Jeff Cowan stated that one of his goals is to have CAMM members make an effort to contact, interact, and visit with their local Representatives and Senators during their recess periods - which are fre-

quent. It is during these times that Representatives and Senators are more easily approached. After some discussion, a Motion was made, Seconded and Approved to make the week of August 14, 2017 a CAMM Sail-In Event at the local level. CAMM members will visit their US Senators and Representatives in their district offices during the Summer Recess. CAMM National will co-ordinate the event, issuing key talking points for each CAMM member to deliver to his/her Congressional representative. The object is to have all members focus on the same issues so that upon returning to Congress, multiple Senators and Representatives will all have received the same message – Support the US Merchant Marine!

Editor's Note: CAMM has members in 42 of the 50 States. If CAMM members will commit to this event, we should be able to reach 35-40 Senators and 130-140 Representatives.

- Establishing a CAMM Chapter in Hawaii – Captain Aschemeyer added to the report presented earlier by Captain Chris Carson from the CAMM SF Bay Area Chapter. CAMM's National VP for the Southwest Region, Captain Klaus Niem, has been proactively involved in efforts to establish a CAMM

Chapter in Hawaii. He's been in touch frequently with Captain Wade Armstrong (CAMM # 2164-RP) who is enthusiastic about pursuing a CAMM Chapter in Hawaii. He has targeted 35 potential new CAMM members in Hawaii. Most are on the island of Oahu. Currently there are only seven active CAMM members. Most have been contacted about becoming Charter Members of a Hawaiian chapter. As an incentive for bringing in new CAMM members, the BoG voted earlier this year to waive the registration fee if 12 or more members joined at one time. The Charter Application Fee of \$750 was not waived. Captains Don Moore and Joe Hartnett elucidated the importance of the Charter Application. It is needed to ensure that Charter Members of any new chapter are serious about forming a Chapter. The SF Bay Chapter and the National will continue working with Captain Armstrong in that pursuit of establishing a Hawaiian Chapter.

- Pursuing Cargo Preference Shipments for Idled or Laid-up U.S.-Flag Vessels – Lyn McClellan suggested there is a need to identify any and all laid up or idled American-flag cargo vessels that could be used to ship all cargoes covered under the current Cargo Preference Laws. CAMM should contact MARAD (and CBP) to encourage them not to grant waivers for shipping cargo preference shipments on foreign-flagged vessels unless and until they have reviewed all available U.S. flagships.
- Honoring Helen Delich Bentley – It was suggested that CAMM adopt a resolution honoring Helen Delich Bentley for her lifetime of support for the Maritime Industry and for the American Merchant Marine. It was pointed out that CAMM had honored her with a tribute published in the October 2016 *Sidelights*.

- CAMM Cadet Chapters at the

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Maritime Academies -- Lyn McClelland expressed concern on what motivations are out there to encourage maritime academy cadets to join CAMM - what's in it for the Cadets? It can be daunting and overwhelming when a young cadet or midshipman encounters a "Master Mariner." To help, our Master Mariners should reach out and offer to mentor cadets. Lyn said that during our AGM in Galveston next year that "We should all make a commitment to mentor a youngster from TMA in some way -- and to keep that commitment for the long term..." Captain Manny Aschemeyer said that the cadets forming the CAMM Chapter at CMA are being advised that CAMM can be a great networking tool and are being encouraged obtain career advice, suggestions and/or input from active CAMM members.



Captains Hasami Yokomizo, Pat Moloney, and Koichi Akatsuka confer during a meeting break

- Reaching out to the Master Mariners on the Great Lakes—There was a brief discussion on CAMM reaching out to the Master Mariners Association on the Great Lakes to see if an affiliation can be established to be mutually beneficial for both groups. Captain Aschemeyer reported that a Great Lakes Master Mariner has just been accepted into CAMM Membership recently (Captain Christopher J. Edyvean, CAMM # 3441-RP – working as a First-Class Pilot on the Great Lakes). One CAMM Member offered to contact the Great Lakes Masters Association to see if he could attend one of their meetings when he visits family in Duluth, MN later this year.
- Getting Maritime Professionals as Advisors to Congressional Staff in DC— Captain Cowan said that during his last visit to The Hill that he met a person on congressional staff member who was a Coast Guard Fellow. He asked: "How come we don't have a person from the Maritime Industry assigned as

a Merchant Marine Fellow to congressional offices?" Lyn McClelland confirmed that the armed services have Fellows, interns, or advisors on congressional staffs, at MARAD and on major congressional committees in Congress. She explained that the problem for getting a highly qualified maritime or merchant marine representative (like a CAMM member) assigned to a similar position is pay. The Fellow that Captain Cowan met is on the military's payroll for the whole time he is on that assignment. It is doubtful that we could find even one CAMM member who can donate their personal time and resources to sit as a "Merchant Marine Fellow." The best way for the CAMM, the maritime industry and merchant marine to have an impact is through local contacts and visits. This was suggested earlier with the idea for a CAMM Sail-In.

- Energy Efficiency Design Index (EEDI)—Captain Cowan brought up EEDI as an item CAMM should watch and scrutinize. EEDI is was adopted by IMO in 2011 for new vessels starting in 2013. The intent is to reduce CO2 emissions from

international shipping through amendments to MARPOL Annex VI Regulations. In its basic application, EEDI suggests providing the minimum horsepower required to move a loaded ship through the water. This may involve reducing the ship's scantlings and rudder size. Captain Cowan suggested that EEDI will make a vessel unsafe and perhaps unseaworthy by restricting its ability to escape bad weather quickly and efficiently with reserve engine horsepower, or to restrict the ship's maneuverability by installing a less than adequate rudder. An IFSMA member stated that this was being watched closely in Europe and elsewhere due to the possible negative impacts it would have on a vessel's ability to maneuver safely in the confines of a port. (For additional information on EEDI go to: <http://www.ship-efficiency.org/onTEAM/pdf/TUHH2009.pdf> and <https://www.marpol-annex-vi.com/eedi-seemp/>).

- Appointment of Committee Chairs It was moved, seconded, and approved to keep all committee Chairs in place for the coming year.



KEYNOTE SPEAKER - USCG Rear Admiral Paul Thomas, Assistant Commandant

"The US Merchant Marine is vital to national security and economic prosperity"

Rear Admiral Paul Thomas was our keynote speaker, commendably filling in for Admiral Joseph Servidio who was called away at the last minute. Admiral Thomas serves as the Assistant Commandant for Prevention Policy overseeing three Coast Guard directorates - Inspections and Compliance, Marine Transportation Systems, and Commercial Regulations and Standards.

He is the Director of Inspections and Compliance at Coast Guard Headquarters and has led the US Delegation to the IMO.

Admiral Thomas started with a brief description of the problems facing the USCG in Washington, DC. He noted that the new administration is unfamiliar with the role of the USCG serving in an array of maritime activities, so it has become paramount to educate the new government representatives. Given that time with any one official is usually limited, he has condensed his description of what the USCG is and does to three key points:

- 1) USCG is a National Security Agency
- 2) USCG helps with Border Security
- 3) USCG helps ensure economic prosperity.

Like the Coast Guard, the U.S. Merchant Marine is not understood

in DC. Admiral Thomas suggested that Merchant Marine is equally vital to national security and economic prosperity. Admiral Thomas stated that the Merchant Marine, and by extension the USCG, faces a triple challenge: Capacity, Environmental and Complexity. He elaborated on each.

Capacity

Over the next 50 years it is expected that 50% more cargo will be moved by water. The challenge will be how to build capacity and insure that mariners are trained and ready. There will be a push to do more with fewer people. The USCG wants to help build an information infrastructure to enable the mariner to make better decisions when operating in ever increasing congested areas. E-navigation is one such tool. The USCG is not trying to remove physical aids to navigation and replace them with virtual aids. They understand that physical aids are the street signs of the waterways. However, virtual aids also have their place. He gave an example

where ice on the Hudson River had necessitated the removal of channel buoys. There was a need to deliver fuel up river to ensure homes and businesses could be heated. Virtual buoys could be put in place before the USCG could replace the physical buoys. This enabled vessels to safely navigate up-river and deliver the needed fuel.

Reduce the Environmental Footprint

The Maritime Industry will be expected to move more cargo while



L to R: Captain Cal Hunziker (VP of IFSMA and CAMM's North Pacific VP), Mary Thomas, Admiral Paul Thomas, Commodore Jim Scorse (from IFSMA)

reducing its environmental footprint. The shipping industry cannot linearly increase its emissions with the increase in capacity. This is not acceptable. In 1973, at the International Convention

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Keynote Speaker >>> Cont'd from page 37

for the Prevention of Pollution from Ships, IMO adopted MARPOL I (Marine Pollution) which went into force in 1983. Admiral Thomas stated that there are still crimes being committed based on MAPOL I and we are now at MARPOL VI. What is needed is increased transparency around environmental compliance to level the playing field for shippers. This would remove the competitive incentive to cheat. He stated that the EXXON VALDEZ focused attention on the need to protect the environment due to marine casualties. There has been a shift to mandate the everyday reduction of pollution by the marine industry.

Complexity

Mariners must understand all regulations impacting their industry and be knowledgeable of who has jurisdiction. They must also understand how technology is used within the industry and how to protect against cyberattacks. Almost every system is now cyber enabled. There is a need to identify what type of people are needed to operate and maintain these systems. We must rethink what is really reasonable for the Master to manage. Admiral Thomas said that in his opinion, "The Master Mariner needs to manage operational risk associated with operating the ship and they need to be very well-supported with regard to all the other compliances that are important but maybe not the focus of the guy actually at sea."

The Safety Management System needs to help manage the risk associated with cyber systems. There must be support for mariners from ashore and shore side managers must know what is going on aboard ship. If we do not rethink how to manage regulatory responsibility, the administration burden of the Master will increase not decrease. A brief question and answer period followed.

Commodore Scorer said that in his

opinion, the top three problems facing world merchant shipping were fatigue, criminalization of seafarers and particularly the Master, and the overburden of paperwork forced upon the Shipmaster.

He said that many Masters are working in excess of 90 hours a week and mentioned that "slaves actually had a day off," but the Master does not.

Admiral Thomas answered that manning is always an issue and that mariners need to vocalize the problem. In response to a question from Captain Cowan about minimum manning standards, he said that there is pressure on the USCG to lower their "safe manning" standards. Further, government standards are always minimum – there is no ceiling. Crewing above the minimum is a business decision. The Cruise Line segment of the industry has recognized the need to help the Master with understanding regulations and they all have Environmental Compliance Officers aboard.

Captain Edward Lanni said he thought the USCG was undermanned for the tasks assigned them. Admiral Thomas agreed and informed us that the USCG was smaller than the New York



Lynn McClelland, Captain Edward Lanni, Lyn Klein

CAMM PHOTOS

Police Department. There are only 300 USCG (Port State) Inspectors for the 15,000 foreign ships entering United States ports every year.

Lyn McClelland asked how CAMM could help. The Admiral said that we must continue to educate and advise. There is a real need for professional input from Master Mariners when laws and regulations are being enacted.

Captain Cowan thanked Admiral Thomas for taking the time to address the CAMM-IFSMA Closing Dinner guests. IFSMA's President Captain Hans Sande then presented Admiral Thomas with a plaque of appreciation with a round of applause following.



CAMM members and Chesapeake Bay Pilots Captain Beth Christman and Captain Paul Hanley



When Captain Pat Moloney called me a few weeks back to say that I was nominated and selected as the 2017 “Spirit of the Seas” winner, I was truly humbled. In a community of such great US merchant mariners, this expression of appreciation is one that I will treasure for the rest of my life.

As I noted in my acceptance remarks, though I have no merchant marine family heritage, the community where I was born and raised, has one that is rich, vibrant, courageous, and often heroic. I stand on the shoulders of these thousands of mariners, and I will do my best to continue to encourage young men and women to take up this honorable and valuable profession.

I also stand on the shoulders of those who performed seafarer welfare in Southeast Texas since the 1930s. If it were not for the hundreds of hardworking volunteers, Port Arthur would have no seafarer welfare services, and if there were no seafarer welfare volunteers, then there would have been no one to show me the importance of seafarer welfare. ⚓

2017 LALONDE SPIRIT OF THE SEAS FATHER SINCLAIR OUBRE

The Council’s highest and most distinguished honor. The award is made annually to a member in good standing, for their embodiment of humanitarianism, professionalism, seamanship, life-time achievement and noteworthy accomplishments, along with contributions to the maritime industry and the ‘Spirit of the Seas’ in their everyday lives.



Captain Pat Moloney and Father Sinclair Oubre

The Council of American Master Mariners presented the LaLonde “Spirit of the Seas” Award to Father Sinclair Oubre. He was introduced by Captain Pat Moloney, the 2015 LaLonde Award winner. In his introduction, Captain Moloney stated that this award usually goes to a Master, so this year’s winner is outside the norm. He said that Father Oubre, “Navigates the spiritual track that most of us do not take.” Father Oubre has taken the lead in an effort to canonize Captain Lenard LaRue. Captain Moloney continued, “He has his work cut out for him. I can think of some Fisherman that made it to sainthood but not a ship’s Captain?” (See October 2015 *Sidelights* http://www.mastermariner.org/sidelights/issues/Sidelights_Oct2015.pdf)

Father Oubre is the Diocesan Director of the Apostleship of the Sea overseeing long term development and fund-raising and has been active in maritime ministry. He was on the Merchant Marine Personnel Advisory Committee to the United States Coast Guard, as a Merchant Mariner Member appointed by Leon Panetta and is the Executive Director of the Port Arthur International Seafarers’ Center. Father Oubre is a priest of the Diocese of Beaumont and currently serves as Pastor of St. Francis of Assisi Catholic Church, Port Arthur, Texas. He holds an AB-Limited Certificate and is a member of the Seafarers International Union and is a member of the Nautical Institute. Since 2007, he has been the Chaplain of the Council of American Master Mariners. ⚓

The Jacobsen Pilots Service, which services Long Beach Harbor, went to Rotterdam, Netherlands to observe "ProTide," a program developed by Charta Software. ProTide uses known and predicted data of channel depth, currents, wave conditions, ship's dimensions, course and speed to calculate the ships vertical motion (pitch, roll, and squat). Using the collected data, ProTide predicts UKC and the probability of touching bottom. When asked if the program worked, the Dutch Pilots said, "We have never gone aground."

Charta Software was hired to build a similar system for use in the POLB. The

American data input was compatible with the software and a ProTide program was brought online. To account for swell bounce off the breakwall and wave deflection and refraction from San Clemente and Catalina Islands, two new wave buoys were added. To prove that the program accurately predicted the ships vertical motion, the POLB placed an extremely accurate motion sensor aboard an inbound laden tanker and recorded the ship's motion. These results were compared to ProTide's predictions and ProTide was validated.

Captain Louttit said that the UKC Project has been a great success. With

ProTide, Masters candecide when to enter POLB two days before arrival. Tankers have often conducted lightering operations 100 miles off the San Diego coast to insure they could enter Long Beach Harbor. The UKC Project now makes possible the berthing of VLCCs at the POBL which should reduce at sea lightering operations, reducing the risk of oil spills. (Slide 27) Captain Louttit anticipates that the goals of increased safety and efficiency along with reduced emission will be met. He also envisions the program being used for large container ships and crane ships.

New Members and Changed Membership Status

Welcome Aboard

You now have all the benefits of CAMM membership!

#3435-S16 Captain *Matthew Scalera*

Resides in Prosper, TX; affiliated with CAMM Houston Chapter
Sponsored by: Captain Michael McCright (CAMM #2753-S)

#3436-AC Cadet *Saw Nyi Dun*

First Class Cadet @ CSU Maritime Academy
Resides in Antioch CA
Sponsored by: Captain/Professor Tuuli Messer-Bookman (CAMM # 3293-S)

#3437-AC Cadet *Nicholas Ryan Seferos*

First Class Cadet @ CSU Maritime Academy
Resides in Poulsbo, WA 98370-9076
Sponsored by: Captain/Professor Tuuli Messer-Bookman (CAMM # 3293-S)

#3438-S5 Captain *Russ Kinne*

Professional Yacht Captain and Boat Deliverer
Resides in Toepsham, ME
Sponsored by Captain Jay Kerney (CAMM # 1424-RU)

#3439-RU Captain *Christopher Michael Sparks*

Currently: Master, M/V McDermott (DB-50)
Sponsored by Captain Mike McCright (CAMM # 2753-RU)

#3440 (S-16) Captain *Brett Cowan*

Currently: 2nd Mate with APL
Resides in Santa Paula, CA
Sponsored by Captain Jeff Cowan CAMM #3070-RU

#3441-RP Captain *Christopher J. Edyvean*

Unlimited Master (Great Lakes) & First Class Pilot, Great Lakes
Currently: Pilot with Western Great Lakes Pilots Assoc.
Sponsored by Captain Pat Moloney (CAMM # 1829-RU)

#3442-S Captain *Edmund G. O'Shea*

Unlimited Master
Currently: Chief Mate, SS CAPE INSCRIPTION
Resides in Appleton, WI
Sponsored by Captain Andrew Triandafilou, (CAMM # 2025-RU)

#3444-S Captain *Christopher C. Peterson*

Unlimited Master
Currently: Post-Grad Student at CSUMA
Sailed as Chief Mate aboard Research Vessels
Resides in Falmouth, MA
Sponsored by Captain Manny Aschemeyer, (CAMM # 1548-RU)
Transfer from Special to Regular Member

#3336-S Captain *Deatra Thompson*

Transfers to #3336-RU
Captain Thompson has sailed as Master aboard the USNS Gordon of 67,670 G/tons meeting the requirement to become a Regular Member.

Life Member

Thank you for your long and loyal membership with CAMM

New Life Member

#2466-L (RU) Captain *Armand Gagner*

Member of CAMM since 1989 (28 Years)
Age "92"; resides in Edmonds, WA



IFSMA VP Report



Captain
Cal Hunziker
#2457-R

The IFSMA delegation enjoyed a very successful joint meeting with CMM at MITAGS in Baltimore, where the attendees were presented papers on a number of interesting subjects, including the topic of the moment, "ship board security."

At the meeting, the Secretary General also presented the five-year Strategic Plan for 2017 – 2022 to the delegation outlining how IFSMA will continue to expand its role at IMO and other entities that impact Captains and the maritime industry.

Following the meeting, the London staff returned to a full plate of IMO meetings. IFSMA attends not only the IMO meetings but in addition most of the sub-committees where the actual work of formulating laws and regulations take place. In the past month, I have received reports on the following meetings attended by the Secretary General: The Maritime Safety Committee (MSC) of IMO will meet in early June for nine days. IFSMA will have representa-

tives present during all of the meetings. LEG 104 - Covers legal/legislative matters ranging from the fair treatment of seaman on vessels abandoned by their owners to piracy in the various hot spots around the world and the responses to such acts. The full report can be found on the IFSMA website at: <http://www.ifsma.org/IMO%20Reports.html>. ICS meeting on GBMP - The International Chamber of Shipping, and the Global Best Management Practices concerning piracy and how vessels, masters, and companies should act and react when in known piracy waters. Their updated report can be found at: <http://www.ics-shipping.org/docs/default-source/Piracy-Docs/011014-gog-guidelines-revised-version-for-release-2432EF577EBB.pdf?sfvrsn=0>

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Dedicated to supporting and strengthening the position of American Master Mariner

Join forces with America's Master Mariners

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

CAMM's issues are your issues

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

CAMM advances the professional profile of our industry

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

CAMM builds partnerships

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

Representation at IMO through IFSMA

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

CAMM is on your side

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

CAMM supports maritime education

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

Apply at www.mastermariner.org/membership



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



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



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





Membership Application

The Council of American Master Mariners, Inc.

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

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

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

Present Occupation:

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

Current USCG License:

Type:	Limit:	Expiration:
Endorsements:	Limits:	

Original USCG License:

Type:	Date Obtained:
Place/Institution obtained:	

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

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

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

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

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

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

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

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

Signature: _____ Date: _____

Sponsored/Referred by: _____

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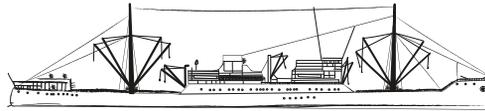
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