



Sidelights

Spring 2009 Vol. 39, No 1

Published by the Council of American Master Mariners, Inc



**Happy Birthday
Captain Ray Eisenberg!
100 years strong**

In this issue
MMD Delinquent Renewals
**CAMM & IFSMA work together to influence
IMO proposal on alcohol prevention
Criminalization & (un)Fair Treatment**

*Dedicated to supporting and improving the American Merchant Marine, and supporting and improving the position of the man on the bridge by fostering the exchange of maritime information and experience, promoting advances in nautical education and training standards, and the publication of professional literature.
The Council monitors, comments, supports or opposes local, state and federal legislation that would affect or be detrimental to the Master.*

The Council of American Master Mariners, Inc.



P.O. Box 5034
Lynnwood, WA 98046-5034
www.mastermariner.org

ELECTED OFFICERS

President

Captain Cal Hunziker
capthunziker@mastermariner.org
253-862-7493

First Vice President

Captain Liz Clark
captclark@mastermariner.org
954-781-0183

Second Vice President

Captain Vic Faulkner
captfaulkner@mastermariner.org
360-798-9530

Treasurer and Secretary

Captain Donald Moore, Jr.
captmoore@mastermariner.org
425-775-2331

North Atlantic Regional Vice President

Captain Herman Fritzke
captfritzke@mastermariner.org

South Atlantic Regional Vice President

Captain Jerome Benyo
captbenyo@mastermariner.org
727-791-0313

Gulf Regional Vice President

Captain Robert A. Phillips
raphillips@aol.com
504-737-6619

South Pacific Regional Vice President

Captain David Boatner
captboatner@mastermariner.org
805-984-7758

North Pacific Regional Vice President

Captain Carl Johannes
captjohannes@mastermariner.org
206-448-3433

Immediate Past President

Captain Tom Bradley
captbradley@mastermariner.org
360-574-9513

APPOINTMENTS & CHAIRS

BOG at Large

Captain Warren G. Leback
Captain Jeff Wells

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Fr. Sinclair Oubre

Constitution and Bylaws Committee Chairs

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Captain Liz Clark

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Positions Committee Chair

Lyn McClelland
lyn@mastermariner.org

Finance Oversight Committee

Captain Chuck Viebrock
Captain David Williams
Captain Gussie Roth

National Chapters

South Atlantic Region

PORT EVERGLADES / MIAMI

Captain David Goff, President
561-392-5476
captgoff@mastermariner.org

Meetings at 1200, the 2nd Thursday of the month, except July and August. Location varies, so please call or check website for current location.

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

TAMPA BAY

Captain David H. Williams, President
352-637-1464
captwilliams@mastermariner.org

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

Mailing Address: 50 Baywood Ct.
Palm Harbor, FL 34683-3701

North Pacific Region

SEATTLE / PACIFIC NORTHWEST

Captain Richard Klein, President
425-746-6475
captklein@mastermariner.org

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

Mailing Address: PO Box 99392
Seattle WA 98139

COLUMBIA RIVER

Captain Vic Faulkner, President
360-798-9530
captfaulkner@mastermariner.org

Meetings are at 1200 on the 2nd Friday of each month. Red Lion Inn at the Quay Vancouver, WA.

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

South Pacific Region

LOS ANGELES / LONG BEACH

Captain David Boatner, President
805-984-7758
captboatner@mastermariner.org

Meetings at 1200 on the 2nd Tuesday of each month, except August. The Long Beach Yacht Club, 6201 E. Appian Way, Long Beach, CA.

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

SAN FRANCISCO BAY AREA

Captain Klaus Niem, President
707-255-6567
captniem@mastermariner.org

Meetings on the 1st Tuesday of each month, 11.30, Sinbad's Pier 2 Restaurant in San Francisco, south of Ferry Building.

Mailing Address:
P.O. Box 92
Crockett, CA 94525-0092

North Atlantic Region

NEW YORK / NEW JERSEY

Captain George Previll, Contact
973-763-7594
captprevill@mastermariner.org

Mailing Address:

449 Richmond Ave.
Maplewood, NJ 07040

BALTIMORE / WASHINGTON

Captain Emil Blische, President
410-250-8179
captblische@mastermariner.org

Meetings on the 3rd Wednesday of each month except June, July, and August. *S/S JOHN W. BROWN.*

Mailing Address: 13303 Ocean Drive
Ocean City, MD 21842-4532

NORFOLK / HAMPTON ROADS / TIDEWATER

Chapter Inactive

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

Gulf Region

NEW ORLEANS

Captain Karl Jaskierny, President
504-737-4849
captjaskierny@mastermariner.org

Meetings at 1130 on the 2nd Thursday of each month, except July and August. Locations vary, please call for current meeting place.

Mailing Address: 9417 Roslyn Dr.
River Ridge, LA 70123-2048

MOBILE BAY

Captain Jerry Miller, President
334-661-3705
captmiller@mastermariner.org

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

Mailing Address: 3780 Hidden Oak Drive
Pensacola, FL 32504

HOUSTON

Captain Jack Lane, President
409-744-2445
captlane@mastermariner.org

Meetings on the 3rd Friday of each month. Brady's Landing, 8505 Cypress St., Houston Ship Canal.

Mailing Address:

8150 South Loop East, Suite 207
Houston, Texas 77017

In This Issue



SIDELIGHTS

4605 NW 139th Loop
Vancouver, WA 98685
360-574-9513
sidelights@mastermariner.org

SIDELIGHTS COMMITTEE

Capt. Tom Bradley, Chair
captbradley@mastermariner.org
Capt. C.E. "Chick" Gedney
captgedney@mastermariner.org
Capt. Klaus "Nick" Niem
captniem@mastermariner.org

CONTRIBUTORS

Jeff Cowan
C.E. "Chick" Gedney
Cal Hunziker
Les Kerton
Paul Kirchner
Rodger MacDonald
Donald Moore, Jr.
Klaus Niem
Pat O'Donnell
Sinclair Oubre
Douglas Subcleff
Will Watson
Dave Williams

COPY EDITORS

Davyne Bradley
Tom Bradley
CE "Chick" Gedney
Cal Hunziker

DESIGN & LAYOUT

Davyne Bradley
davyne@mastermariner.org

PRINTING

Sir Speedy Printing
sirspeedy@gte.net

TO SUBMIT MATERIAL

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

PUBLICATION DEADLINES

Issue	Submission	Release
Spring	Jan. 30	March 1
Summer	April 30	June 1
Fall	July 15	Sept. 1
Winter	Oct. 15	Dec. 1

ON THE COVER

Captain Ray Eisenberg celebrates his 100th Birthday with over 160 friends and relatives from across the country. Photo courtesy of Pat O'Donnell and *The Lookout*.

The View from the Bridge

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CAPTAINS SEEN AS EASY TARGETS NO WONDER THERE'S A SHORTAGE OF OFFICERS



Captain Cal Hunziker,
CAMM National
President

AS MARITIME PROFESSIONALS, WE'VE ALL READ AND HEARD OF MASTERS AND OFFICERS BEING ARRESTED, CONVICTED AND JAILED ON THE SCANTIEST OF

information, innuendo, or out and out misunderstanding of the masters roll on a mod-

ern day ship.

Go to Google™, and type in "Maritime Officer Jailed", "Master Convicted", or "Master Jailed". Among the many maritime newsletters and papers, there are dozens of stories, the latest being the master and chief mate of the *HEBEI SPIRIT*. It seems that they have been convicted by the South Korean courts of not taking sufficient action to avoid being rammed by a derelict drifting barge while at anchor in a storm.

Hmm... A vessel at anchor, in a designated anchorage, during a storm, and a passing tug loses its tow, which then drifts down on the anchored vessel, striking and holing it, and the anchored ship's officers are at fault? Now remember, It's a deeply loaded tanker. Even if the tanker had it's engines on standby, it will take some time and power to maneuver the ship up into the anchor chain and "hopefully" move enough to have the barge pass astern. If the ship is the typical vessel at anchor, It's got a skeleton watch on the bridge, a security rover on deck, and maybe a duty engineer asleep in his cabin.

Being the mate on watch, I notice the tug and tow passing up wind, but far enough away not to be concerned

given the other traffic in the vicinity. I go about my other duties and come back to the radar a few minutes later, noticing the tug and tow have apparently moved on, but now there is a single target a quarter mile away. Peering through the blowing rain, I finally pick out an unattended barge. There has been no alarm sounded, no radio calls about a drifting barge, and no one has hailed the *HEBEI SPIRIT*.

Watching it for a few minutes, I finally realize that it's drifting down toward my vessel. I still haven't figured out if it is going to hit me or not, but I'm uneasy at its close proximity. Should I call the captain? Finally I do and he comes immediately to the bridge to assess the situation I've given him. By now, the barge is one hundred meters away and closing rapidly. The captain tells me to call the chief mate and bosun to go forward and himself calls the chief engineer to get the engines ready.

Alas, it's too late and the barge strikes the starboard side of the ship three times. First by number two starboard wing tank, then again at number four, and a final time at number seven. They are hard blows, my ship shakes, even though she is fully loaded. The mate reports that the hull is holed and oil is leaking out. Finally, the tug places a general call that his barge has broken loose and that he is looking for it. Too late for me, I've got other problems. The mate makes a valiant effort to transfer as much oil as possible to the other cargo tanks, but unfortunately, there isn't enough room

to take it all.

This is not an absolute account of what happened. It is as close as I could get, from the information available. We've all been on ships at anchor and we as masters know, even in an emergency, how long it takes to get things going. On some of the larger ships today, even in good weather it takes at least five minutes to get from the house to the bow.

Jailed in foreign countries for doing their jobs

This entire case reflects the growing attitude of maritime serviced countries of placing all blame, for any accident, on masters and officers of vessels that are not their nationals. In this case, an Indian master and mate in South Korea. In Greece, a Croatian master for alleged drug smuggling; in the US, a German captain for manslaughter; and in Spain, a Russian captain for oil pollution. In each case, it was proven beyond a doubt that the master and/or mate was not at fault or had done everything humanly possible to avoid or mitigate the situation.

Yet, time after time, the authorities and courts go after what they see as "easy targets", the officers of foreign vessels in a foreign land, far from home and help. Dragged into courts that are conducted in a language not spoken by the "offending" master and much of what's really going on lost in translation. While I'm not advocating for an international court, something has to be done to stem

Continued on next page >>>



Seattle / Pacific Northwest Chapter

Submitted by Captain Doug Subcleff, Secretary, Seattle Chapter

Our December meeting featured a special guest speaker: Rear Admiral John Currier, Commander, 13th Coast Guard District. Seattle Chapter President Captain Richard Klein invited Admiral Currier to speak about the changing role of the US Coast Guard. A total of twenty Chapter members and guests were present to hear Admiral Currier describe how the Coast Guard's roles and responsibilities have dramatically changed since 9/11. As a veteran aviator with over 6000 flight hours in fixed and rotary wing aircraft, he recalled how budget cutbacks in the period before 9/11 even affected helicopter flight training hours. He pointed out the successes the Coast Guard has had with effective and rapid response to national disasters such as hurricanes and floods. And, despite "trying to keep eight balls in the air", he feels that it is important for the Coast Guard to maintain management responsibilities of Homeland Security, search & res-

cue, protecting the environment, vessel inspections and licensing of mariners in order to be an effective organization. He concluded by thanking all those present for their service in the Merchant Marine. In particular, he noted that the success of the AMVER program was due to the voluntary participation of merchant vessels.



Seattle Chapter President Capt. Richard Klein, RADM John Currier, Commander, 13th Coast Guard District, and CAMM National President Capt. Cal Hunziker.

After his talk, Admiral Currier remained for a lively and very candid question & answer session. He spoke about his nomination by the Coast Guard Commandant, Admiral Thad Allen, to become the future Chief of Staff

for the Coast Guard. Once approved by Congress, he would oversee acquisition, personnel, budgeting, communication technologies, engineering and logistics for the 40,000 member branch of the armed forces.

Our January meeting was delayed one week to January 8th. Eleven members braved the winter weather to attend this luncheon. Although no guest speaker was arranged, a Chapter member,

Capt. Norm Werner, stepped up and talked about his experience aboard the USNS *ELTANIN* (T-AGOR-8) back in the 1960s. The ship was built in Avondale as an Eltanin-class C1-cargo class vessel and was later acquired by the US Navy to be operated by MSTs. In 1962 her classification was changed to Oceanographic Research Vessel and became the world's first Antarctic research ship. Norm, working for MSTs,

had a Second Mate's license at the time. He was required to get a Top Secret clearance from the Navy due to the fact that a prototype satellite navigation machine from Johns Hopkins was being

Continued on next page >>>

View >>>Continued from previous page
this rising tide.

Ship owners associations have recently asked IFSMA to join them in fighting back. They have seen what this constant threat of jail for the slightest infraction has done to their ability to attract and keep good captains and officers.

I have told Captain Benyo, our representative to IFSMA, that CAMM supports IFSMA in its efforts to fight criminalization of ship's masters anywhere in the world. This will take some effort as we not only have to educate our own congress and legislators but those of foreign countries as well.

I look forward to seeing many of you at the AGM in Galveston, April 22-24. Don't forget to purchase raffle tickets as they are our only fundraiser, and help to keep CAMM afloat.

Captain Cal Hunziker

New Members

Congratulations! You now have all the benefits of CAMM membership!

- 1591-R** Captain **Terry J. Kotz**, of Portland, OR
Reactivated Member approved for Regular Membership
Sponsored by Captain Don Moore, Jr, #1513-L
- 1986-R** Captain **Thomas Scardelis**, of Sammamish, WA
Reactivated Member approved for Regular Membership
Sponsored by Captain Don Moore, Jr, #1513-L
- 3242-R** Captain **Wayne R. Stolz**, of Astoria, OR
Active First Class Columbia River Bar Pilot
Sponsored by Captain Dan Jordan, #2698-R
- 3246-R** Captain **Andrew Robert Miller** of North Augusta, S. Carolina
Master for Crowley Petroleum
Sponsored by Captain Victor Goldberg, #1701-R

We need new, younger members to keep the legacy and work of CAMM going! Membership applications are available online at www.mastermariner.org or request one from Liz Clark.

Chapters >>>Continued from page 4

installed on the *ELTANIN*. This early version of GPS was tended to by electronic technicians who had to deal with a lot of malfunctions but when it worked, the accuracy was within a couple of ship lengths. On one undersea photo mission in 1964, a mysterious image taken at a depth of 13,500 feet, 1,000 miles west of Cape Horn, prompted a lot of speculation about what the antenna-shaped object was. It was later determined to be a solitary sea sponge of the *Cladorhiza* genus, despite the efforts of others to argue more outlandish theories. Thanks to Captain Werner for sharing his story about the early days of GPS-navigation on a MSTS ship.

The Seattle Chapter continues to hold meetings on the first Thursday of the month at the Rocksalt restaurant, Lake Union, Seattle.

San Francisco Bay Area

Submitted by Captain Klaus Niem, President, SFBA Chapter

On December 13, chapter members Captains Pat Moloney, Cal Cunningham, Klaus Niem and Mrs. Niem hosted a luncheon for Capt. Richard Sandeman-Gay and his lovely wife Elizabeth. Capt. Sandeman-Gay came to San Francisco as Master of the *M/V MORESBY CHIEF*. Elizabeth has never been to San Francisco. Sandeman-Gay is an active sailing Master from Sydney Australia and a Member of the Company of Australian Sailing Masters, Sydney Branch, and Editor-in-Chief of their monthly publication *The Megaphone*. Both Richard and Elizabeth had heard about the fresh local Dungeness crab, which they enjoyed for lunch. Capt. Sandeman-Gay relayed

to us, that most Australian shipping lines are registered in PNG (Papua New Guinea). After lunch Capt. Moloney invited all of us to visit the historical SS *JEREMIAH O'BRIEN*.

The Sandeman-Gay's are on their way to Trinidad/Tobago to visit relatives.

The Chapter's 2008 Christmas Lunch at Sinbad's, like always, was a pleasant affair. Members brought unwrapped new toys for the needy children to be distributed through the San Francisco Pilots.

At our January 6th meeting, LCDR Kevin Mohr from VTS was our guest speaker. He stated that ferries and tows generate most of the traffic on the bay. The VTS established a new routing protocol for ferries and tows. These new traffic lanes called CMA (Critical Maneuvering Areas) are especially helpful in low visibility. The new lanes will cause less confusion and are designated with a 3 letter code, like for airports. All other traffic lanes stay the same. AIS in conjunction with VTS gives the mariner a better tool for identifying targets by name when approaching pilot stations or while maneuvering in traffic lanes controlled by VTS. AIS will be required on all vessels, domestic or foreign, including fishing boats, yachts and dredges entering US ports.

Our February 3rd meeting featured USCG Captain Gugg, COTP of San Francisco Bay, as our guest speaker. The COTP office and port security have various responsibilities in risk management. This includes identifying and prioritizing various security risks. Security cameras installed on bridges, waterways, and port facilities will diminish the threat of a security breach.

TWIC I.D.s are required by April 15,

2009. Right now it is a daunting task for a TWIC carrier to escort several stevedores to their assigned work places while maintaining security. Other

topics were covered such as marine safety for towing vessels and better training of personnel in security matters, especially in the towing industry.

Civilian mariners in conjunction with USCG personnel should conduct marine inspections.

Houston

Excerpted from meeting minutes

At our January meeting, we discussed the Texas Maritime Academy Superintendent Change of Command ceremony held October 29, 2008. RADM William W. Pickavance, Jr. assumed the role vacated by RADM Allen Worley, who has been named Superintendent of the U.S. Merchant Marine Academy at Kings Point.

RADM Pickavance is a graduate of Texas A&M University at Galveston and the Texas Maritime Academy (class of 1968) and has had a distinguished career in both the U.S. Navy and in private industry. Most recently, he served as Vice President and Deputy Program Manager of Florida Operations of the United Space Alliance.

The training ship assigned to Texas Maritime Academy, *SIRIUS*, has been banned from further use by the USCG due to numerous shortcomings and failure to hold a valid COI. TAMUG's own Captain Jack Smith and CE Buddy Fredrickson were on a scouting trip looking at the MARAD fleet of available ships meeting the necessary USCG requirements. The SS *CAPE GIRARDEAU* has been shortlisted as a good choice.

Our January meeting also welcomed guest speaker Captain George Mc Shea, Jr., Marine Manager, Transportation at ConocoPhillips. He spoke of various transitions taking place within ConocoPhillips Marine since December 2005 to present day January 16, 2009. In December 2005, Conoco had an international fleet of 6 Aframax tankers, 1 North Sea shuttle tanker, 7 tugs, 14 barges, and a POLAR tanker division with 7 US-flag tankers, and plans for an LNG fleet and 860 employees worldwide. By 2009, Conoco had gone thru significant transformations.



Capt. Sandeman-Gay, Capt. Niem, Mrs. Niem, Capt. Cunningham, Mrs. Elizabeth Sandeman-Gay and Capt. Moloney.



In 2004 potential pollution incidents lead to DOJ felony charges, with a guilty plea in 2007, putting Conoco in court ordered reporting and monitoring sequence for their shipping operations. From 2005 to 2007, Aframax tankers had a encountered tremendous corrosion issues and in January 2008 were subsequently sold, including the North Sea shuttle tanker. In 2006 Qatar made a decision that they preferred to operate their own LNG fleet, thus Conoco Phillips abandoned LNG fleet operations, and Qatar Shipping Company was founded.

Polar tankers was the only operation as of 1/4/2008. The tankers operate from Alaska to the US West Coast, including the *POLAR ENDEAVOUR*, *POLAR ADVENTURE*, *POLAR RESOLUTION*, *POLAR DISCOVERY*, and *POLAR ENTERPRISE*.

Tampa Bay

Submitted by Captain Dave Williams, President, Tampa Chapter

The CAMM Tampa Bay Chapter ended 2008 with our annual Christmas luncheon, where wives and significant others are invited as guests of the chapter. There were twelve members and

eleven guests present. As has been the custom, all ladies were presented with red carnations by chapter president Capt. Dave Williams.

To start off the New Year right, seventeen members were in attendance at our January luncheon. Capt Dave Williams held a discussion on the chapter page on the CAMM website. Capt. Terry Jednaszewski gave a demonstration on a live Automated Identification System (AIS) map of vessels. To view this map go to www.marinertraffic.com/AIS. It's free.

We are sorry to report that one of our long time members, Capt. Jerome Konkle 246-L, passed away early in 2008. Capt. Konkel was retired from the Amoco fleet.

As of Jan. 1st, 2009 we have 46 chapter members. Four new members joined the chapter during the year. Captain Thomas F. Taylor, Master for American Heavy Lift; Captain Kent R. Flick, Master for Horizon Lines; and Stephen F. Procida, Chief Mate for Horizon Lines. Our fourth new member is John A. Schultz, a retired attorney. It is encouraging to have new members who are still actively sailing aboard U.S. Flag vessels join our chapter and also become members of



Dick Andrews, Judy Holden, Irene Andrews and Bob Holden at our annual Christmas Luncheon.

CAMM. The increase in membership is a direct result of our chapter reaching out to the maritime academies and unions to attract new members and make them aware of the existence of CAMM and the benefits of becoming a member.

The breakdown of our membership is: Life Members - 2; Regular Members - 27; Pilot Members - 6; Special Members - 1; Associate Members - 2; Companion Members - 8. Of these, there are nine actively sailing. Six are sailing as Master, two as Chief Mate, and one in the towing industry. There are three active pilots, all with the Tampa Bay Pilots Association.

The chapter will hold a social at Mimi's Café, Tampa on Sat. Feb 21st at 10:00 a.m. with wives and friends. This is a brunch affair and has been well attended. Full details on the web site in the Google™ calendar. ☆

Dear Sidelights,

Marine Inspection Hires

Have you seen this ALCOAST? [ed: ALCOAST 568/08] They say CG is hiring experts for marine inspection but I have a source that says all they have been hiring is ex-CG. Yes ex-CG without any seetime most probably. Is it because our membership does not know of these opportunities?

CG personnel have figured out the route to promotion is not in inspection but drug interdiction, SAR etc. so they are seeking "experts". CG administration wants experts but only those experts with CG experience and little real industry experience. I believe CAMM was on the right track with position taking marine inspection from Dept. Homeland Security and move to Dept. of Transportation. The CG is stacking the deck against us once again.

Regards, J. Cowan, #3070-R

Sidelights

Sidelights has become an embarrassment.

The latest issue is full of serious grammatical errors that reflect badly on CAMM's

reputation in the literate maritime world.

It would be better to cease publication than to continue to put out material that would rate no better than a "D" from any high school English teacher.

William T. Lyons, #599-R

Sidelights gets better and better. Thanks.

Dan MacElrevey, #1437-R

Captain Christopher Marsden (Fall 2007)

This article resulted in Simon Marsden's internet discovery of my existence by finding and reading this article in *Sidelights* while doing an internet Marsden family genealogy search... The result was an "out of the blue" e-mail message I received from him in which he identified himself as being a cousin as a descendent of Charles Marsden, an older brother of my grandfather Christopher Marsden.

An interesting result of this discovery was that he was

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Dear Sidelights Policy: All CAMM members are encouraged to write letters; positive, negative or otherwise. We print most letters we receive with no or minimal editing. Our goal is to foster ideas and the exchange of information. We thank those who write for their input.



MOODY
GARDENS
HOTEL



SPA & CONVENTION
CENTER
GALVESTON ISLAND

Annual General Meeting Professional Development Conference

**April 22-23, 2009
Galveston, TX**

It's time to plan to attend this year's AGM & PDC and events. Please register with CAMM Houston (form on opposite page or online at www.mastermariner.org) before **April 1, 2009** to attend so we can plan accordingly.

We'll greet you in the hospitality room Wed. evening, April 22. You're on your own for dinner Wed. night. Galveston's restaurants are open and busy.

Thursday, April 23

A continental breakfast will be available in the Hospitality Room. The Hotel will provide transport to and from Texas A&M University - Galveston on Pelican Island for the Professional Development & Conference. We'll eat lunch on campus - can't beat it for the price! The hospitality room will be open upon return to Moody Gardens.

We've planned a group dinner - Seafood Buffet - at a local restaurant. The food is good, the cost is reasonable. Please indicate if you and a guest will attend on the registration form. Cost is \$50 per person and includes transportation. You may need a jacket for dinner. A cash bar will be open. The hospitality room will be open following dinner.

Friday, April 24

A continental breakfast will once again be in the hospitality room.

The Annual General Meeting will take place at Moody Gardens Conference Center. A sandwich lunch and libations served in the hospitality room. The business agenda will follow closely to that of previous years.

The hospitality room will once again be open after the national meeting and before dinner.

Gala Dinner

Our formal dinner to close the meeting will be at Moody Garden's Viewfinder Terrace. Guests invited. Cost is \$56 per person; please indicate beef filet or fish (snapper) on the registration form. Formal or business attire is required.

Hotel Reservations

Rooms at Moody Gardens Hotel have been blocked for the nights of Wed. 4/22/09, Thurs. 4/23/09 & Fri. 4/24/09 at a very favorable rate of \$149.00 per night. We have also blocked a few rooms for Sat. 4/25/09 for those who wish to stay over an additional night.

The cut-off date for hotel reservations is April 1, 2009. Reservations must be made directly with Moody Gardens Hotel. You may book online - follow the

link from www.mastermariner.org and be sure to include the **group id 24068** and **password 3646**. You may book by telephone toll-free at 1-888-388-8484 and be sure to indicate CAMM when making your reservation.

Activities

Moody Gardens Golf Course is in pristine condition. Let us know if anyone is interested in arriving early (i.e. Tuesday 4/21/09) to get in a Golf day Wednesday. Maybe we can arrange a mini tournament, otherwise arrangements are easily made through the Hotel.

Carnival and Royal Caribbean are sailing regularly from Galveston. Check with your travel agent; combine a cruise with the CAMM meeting!

Companion activities are being planned for Thurs. & Fri. Please indicate any interest on the registration form so we can organize interesting and fun activities.

Contact:

For more information, check the website; we'll update it as we confirm speakers and finalize plans.

Event Coordinator:

Captain Wayne Farthing,
captfarthing@mastermariner.org
281-687-2379



Positions & Views

At the 2008 AGM, we left two unresolved views pending further information. Please take time to consider and discuss them at your chapter meetings, so we can edit and vote on them at the AGM.

As a reminder, all current positions will be reviewed at the meeting, and voted on to continue, discontinue or amend. Please refer to the website or Summer 2008 issue of *Sidelights* for all 17 of CAMM's views and positions.

CAMM members are encouraged to submit views for consideration as positions to Lyn McClelland, chairperson, or via the forums in the website.

The views and positions forums in the website were created for healthy discussion and debate of these important topics affecting Masters and the maritime industry.

IFSMAs E-Navigation Comments (08-12)

SUPPORT IFSMA Working Group comments' regarding having newly installed E-NAV equipment designed and driven by watch standers rather than technicians.

USCG Authority over US Merchant Marine (08-14)

CAMM supports the transfer all of the Coast Guard's marine safety functions and merchant marine personnel functions to MARAD and the transfer of operational functions to a bona fide classification society such as the American Bureau of Shipping. The purpose of this transfer of authority would be to facilitate processing, providing more timely service to the mariner and a better understanding of commercial vessel

operations.

MARAD, a government agency, is peopled with both professional mariners and government careerists. Most of these individuals are more adept at handling administrative matters than operational ones. Merchant Marine Personnel functions which would be transferred to MARAD include: ID Documentation, Licensing, Training, Discipline, etc.

American classification societies such as ABS are well versed in handling operational matters which would be transferred from USCG, including Rules and Regulations, Life Saving Equipment, Repairs, and Inspections. ABS is currently working with the U.S. Coast Guard to incorporate joint repair and inspection responsibilities. ☆



2009 CAMM AGM & PDC Registration Form

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CAMM Events (Put a check mark in the boxes you wish to attend)					
Name	PDC & AGM \$50 per person ✓ to attend	Thursday Dinner \$50 per person ✓ to attend	Friday Banquet \$56 per person Circle choice	Guest Activity Circle choice	Total
Primary Attendee	✓		Beef / Fish	At meetings	
Guests			Beef / Fish	Yes / No	
			Beef / Fish	Yes / No	
Grand Total Due					

Please return this form with check payable to "CAMM Houston" by April 1, 2009 to:
 Capt. Wayne Farthing, CAMM Houston, P.O. Box 5519, Pasadena, TX 77508

Delinquent MMD Renewals What used to take a couple hours now takes months!



by Captain Jeff Cowan
3070-R

license onto the ship from out of state because his renewal took so long. This person was not a slouch and applied for renewal in what he thought was a reasonable time frame and then had to wait. It is not good to experience this stress, let alone from your wife, for hand carrying the documents. The worst part, it is not the fault of a civilian mariner for losing their job and placed, for some, in severe financial hardship.

In these tough economic times does the American civilian mariner deserve this treatment? According to USCG Admiral Currier back in December '08 the renewal process took on "average seventy nine (79) days"! Now according to their own "Mariner Licensing and Documentation Program Performance Update," released at the beginning of 2009, renewals now take, on average, 89 days. In other words, for every month, now add another 10 days onto the renewal process! The company I work for is now advising renewal of documents twelve months (365 days) ahead of expiration. What about the mariner that only started the process two or three months before expiration as was the past practice?

The back log is mostly due to the USCG instituted medical review pro-

I have reports of crew having to give up their jobs because their Merchant Marine Document (MMD) has not been renewed in time for signing on ship articles. If a crewman's MMD is going to expire during a voyage the Master

cannot sign this person on the ship. I had a Chief Mate get his wife to hand carry his

cess back in June '08 to screen out those deemed physically incapable of going to sea. That is determining "fitness for duty" without ever seeing a body. This review process is attributed to the *ANDREW BARBERI* (NY Ferry) and *COSCO BUSAN* allisions. In the case of the ferry, they found it was due to medications the operator was taking. No mention is made that the operator was not adhering to the NY Ferry policy which required two licensed personnel on the bridge. I am sure this could have averted some if not all of the injury/fatalities attributed to the allision. (Note: I am not further referencing the *COSCO BUSAN* incident due the ongoing litigation.)

Now all MMDs and licenses are renewed and issued from a facility located in Martinsburg, West Virginia. The local Regional Exam Center is just a collection facility that sends renewal/exam packages to Martinsburg.

Why does our Coast Guard have to re-invent the wheel every 10 to 15 years? When I took my original Third Mate license exam the package was sent to the Midwest. It took over a month to grade test and another week or two for the local Regional Exam Center (REC) to type the license. So then they eventually went back to letting the local REC grade and (re)issue licenses, sometimes in less than a day. Now we are back to square one and certainly not doing better.

The maritime unions and commercial interests warned our Coast Guard (Department of Homeland Security)

about a backlog of renewals. Good news is that S 2699, sponsored last year by Senator Lautenberg (D-NJ), contains a proposal that maritime unions help write for a medical review system that allows the physician giving the physical to determine a mariner's fitness for duty.

The Federal Aviation Administration (Department of Transportation) issues licenses to airplane pilots in the United States. How long does it take them to renew an airplane pilot license? I am sure it does not take six months. Then I wonder, if the issuing authority for civilian mariner certifications was not part of the Department of Homeland Security, how long would it take? Someone once phrased it, "Security and safety do not mix." In this case, security and civilian mariner certification do not mix. ☆



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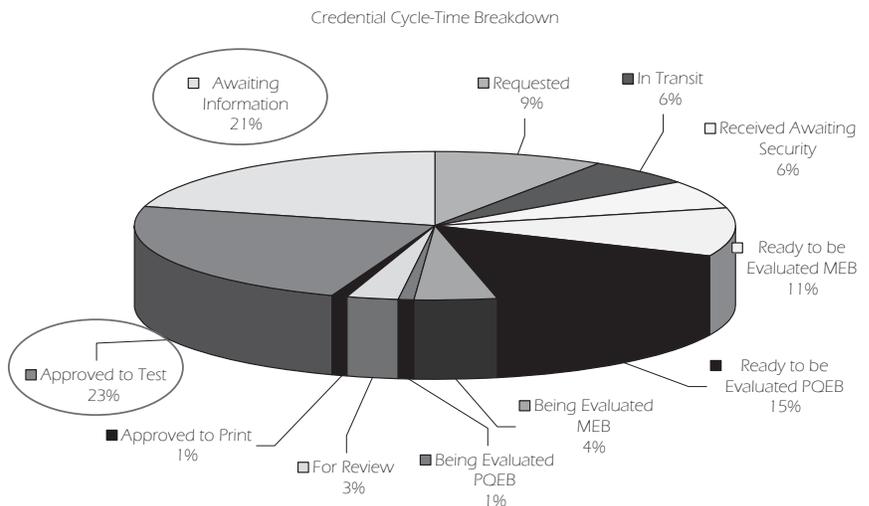


How long does it take?

Graphs and text excerpted from *USCG MLD Quarterly Credential Evaluation Report, January 2009*

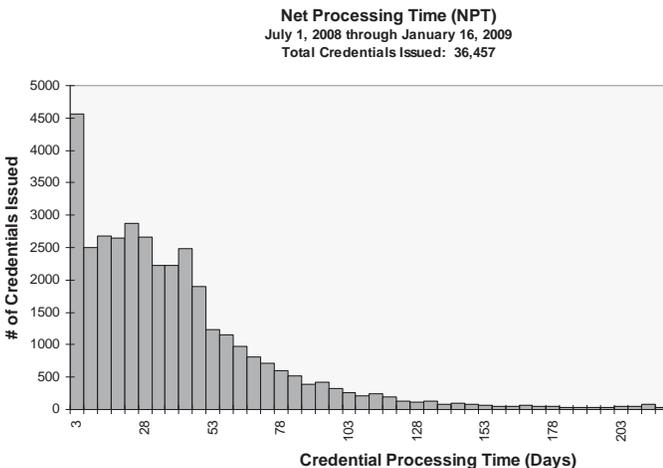
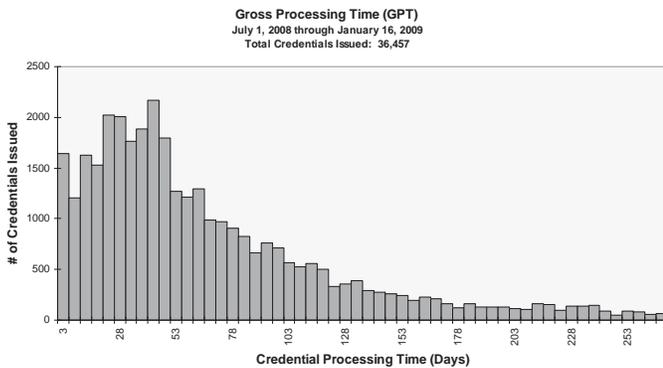
Overall Credential Processing Time for each System State:

The National Maritime Center (NMC) manages the credential production process using a series of production “states”. This enables us to measure the time it takes for a credential application to move through the various states and to identify process bottlenecks. The chart to the right illustrates the overall average percentage of time a credential spends in each state. Awaiting additional information from mariner applicants and waiting for mariners to take required examinations constitutes 44% of the overall credentialing process time.



Gross (Overall) Credential Processing Time:

Gross Processing Time is the time it takes for the Coast Guard and mariners to process an application. The graph to the left illustrates the average overall processing time for all credentials issued between July 1, 2008, and January 16, 2009. This time is measured from the point at which mariners submit their application to a Regional Exam Center (REC) to the point at which the completed credentials are mailed to the mariner. Included in this is time spent waiting for the mariner to submit information that may be missing from their application, and the time spent waiting for mariners to take any required exams at a REC. The average gross processing time since July 2008 has been 83 days, but the median gross processing time has been 52 days. This means 50% of the credentials issued during this period were processed in 52 days or less.



Net (Coast Guard) Credential Processing Time:

Net Processing Time is the time it takes for the Coast Guard to process an application. The graph to the left illustrates the average net processing time for all credentials from July 1, 2008, through January 16, 2009. This time is measured from the point at which the application is submitted to a REC to the point at which credentials are mailed to the mariner and excludes time spent waiting for mariner to submit missing information or take exams. This measurement factors out any time attributed to the mariner and only calculates actual Coast Guard processing time.

Continued on next page

Where are the bottlenecks and what is being done to reduce processing time?

Graphs and text excerpted from *USCG MLD Quarterly Credential Evaluation Report, January 2009*

Approved to Test (23%):

Currently, 23% of the total processing time is associated with the time it takes for mariners to complete any required exams. Many credentials require the mariner applicant successfully pass examinations to ensure sufficient competency. Title 46, Code of Federal Regulations, allows the mariner one year from the date their application is approved to complete their exams.

To reduce the processing time, the mariner can:

- Take a Coast Guard approved course that will substitute for the Coast Guard exam at a REC. Lists of approved courses are available on the NMC website at http://www.uscg.mil/nmc/mmic_appcourses.asp.
- Prepare for an exam by reviewing examination questions and information at <http://www.uscg.mil/nmc> under the Merchant Mariner Info Center tab.
- Make preparations to take the necessary examinations with your local REC as soon as you receive the approval letter from NMC.

To reduce the processing time, the Coast Guard is:

- Ensuring our website has the most up-to-date information regarding examination requirements and REC contact information.

- Ensuring the RECs are receiving the most current examination policy and guidance in order to assist the mariners.
- Exploring alternate means of administering examinations through online applications and alternate sites, all in an effort to improve accessibility.

Awaiting Information (21%):

Currently, 21% of the total processing time is associated with the time it takes for mariners to submit information that was missing in their application. During the processing of an application, the RECs and the NMC staff often identify the need for additional information which was not included with the application. The graph illustrates the top five awaiting information reasons recorded thus far in January 2009. The most common types of information missing from an application includes insufficient sea service, missing medical information on the physical exam report and missing training certificates.

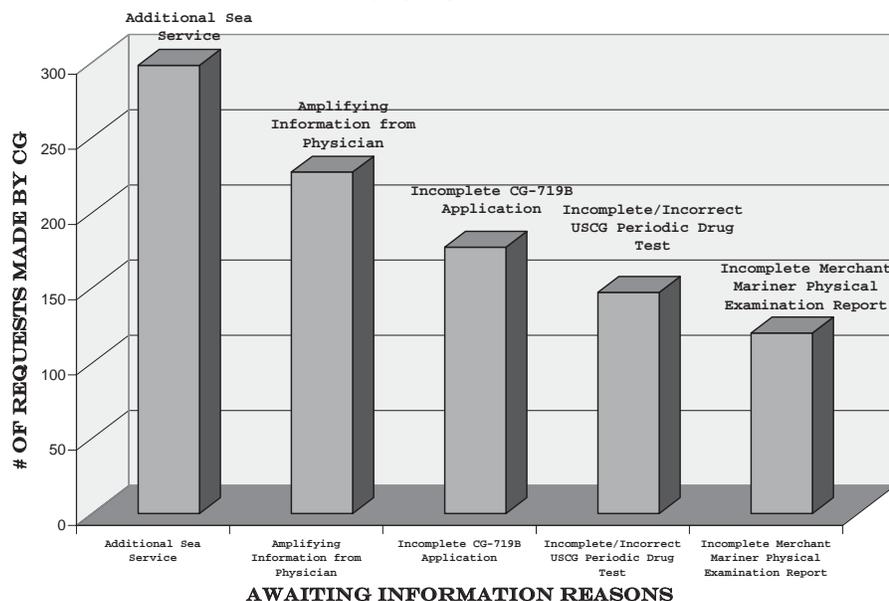
To reduce the processing time, the mariner can:

- Ensure they have sufficient sea service for the credential for which they are applying. Applications with insufficient sea service represent the largest source of processing delays.
- Consult with their medical providers and refer to the new guidance contained in the Medical and Physical Evaluation Guidelines for Merchant Mariner Credentials (NVIC 04-08, with particular attention to enclosures 3a and 3b) to ensure information submitted with their physical is complete and accurate. This is particularly important for mariners that have specific medical conditions, or are taking certain medications. Mariners are encouraged to copy relevant pages from NVIC 04-08 and take them to their doctor for assistance in obtaining the needed medical information. This will avoid delays with the medical evaluation. This NVIC can be found on our website at the following link: http://www.uscg.mil/nmc/Whats_new_to_NMC/Medical_NVIC_Info_Bulletin_091508.pdf

Mariners are encouraged to copy relevant pages from NVIC 04-08 and take them to their doctor for assistance in obtaining the needed medical information. This will avoid delays with the medical evaluation. This NVIC can be found on our website at the following link: http://www.uscg.mil/nmc/Whats_new_to_NMC/Medical_NVIC_Info_Bulletin_091508.pdf

- Ensure their application package is complete prior to initial submission by carefully reviewing the application require-

TOP FIVE AWAITING INFORMATION REASONS FOR JANUARY 2009





ments, which are available on our website at the following link: http://www.uscg.mil/nmc/Whats_new_to_NMC/MLD-FM-NMC1-08_App_Acceptance_Checklist.pdf.

- Ask Questions – Contact their local REC or the NMC’s Call Center at 1-888-I ASK NMC (1-888-427-5662), or by e-mail IASKNMC@uscg.mil, with specific questions regarding credentialing requirements.

To reduce the processing time, the Coast Guard is:

- Screening applications at the RECs to ensure they are complete and ready to evaluate before sending them to the NMC for processing.
- Simplifying the application process by revising the application forms, developing electronic applications and providing assistance to the mariners at the RECs.
- Developing user-friendly on-line tools to assist mariners with determining the sea service requirements.
- Making courtesy reminder contacts with mariners via correspondence, telephone and e-mail regarding outstanding information requests.
- Constantly tracking and communicating the top reasons credential requests are delayed due to missing and/or incomplete information.
- Exploring alternate means of communicating with mariners such as system generated alert e-mails and text messages.

Professional Qualification (PQEB) and Medical Evaluations (MEB) (15 / 11%):

Between July 2008 and January 2009, 15% of the total processing time was associated with credentials awaiting assignment to a Professional Qualifications Evaluator, while another 11% of the total processing time was attributable to credentials awaiting assignment to a Medical Evaluator. At these points in the process, the application is completely controlled by the Coast Guard. We are responsible for ensuring that credentials in these states do not sit idle and are moved on to the next state as quickly as possible.

To reduce the processing time, the Coast Guard is:

- Identifying process redundancies, duplicate data entry and steps that can be eliminated or shifted to other work areas in an effort to reduce processing time.
- Improving the medical evaluation process to reduce delays. We established a medical screening process to triage physical examination reports. This new process ensures only mariners with serious medical conditions are forwarded to the medical evaluation professionals, allowing for a significant percentage of other applications to bypass the medical evaluation branch altogether.
- Increasing the size of both the professional qualification and the medical evaluation staffs to ensure sufficient capacity to conduct thorough yet timely evaluations of professional qualifications and physical exam reports.

Dear Sidelights >>>Continued from page 7

able to correct, in subsequent e-mail exchanges, some of my Marsden genealogy records (unrelated to the article I wrote for *Sidelights*) that I had received from my mother (maiden name Lillie Marsden).

The thought occurred to me that the subject of genealogy has become of increasing interest and perhaps this would be a *Sidelights* subject of interest to CAMM members, active or retired. There are also various merchant marine websites that could be listed in an issue of *Sidelights*.

I wish you well in your “promotion” from CAMM President to Editor of *Sidelights*.

Sincerely, George M. Marshall #116-L

Dear George,

With regard to the story of how I came to make contact with you via the *Sidelights* publication – it’s all quite straightforward really. As you know, for some considerable time I have been researching our roots and on the ‘tree’ there were too many unanswered questions regarding your grandfather Christopher. I remember my late father telling me that that he had always been led to believe that Christopher had gone to America and that there was some connection with New York and in particular New York harbour and that there was also some ‘involvement’ with the US Draft Board during WWI.

Dad really knew no more than that.

For several months I had done Google™ searches on various combinations of Christopher’s titles, names and other possible connections but each time drew a blank. Then 12th July this year the Eureka moment! I once again entered Christopher’s name into a search engine and got two hits, one to a website called Teachertube and the other a web link to *Sidelights*. I discovered George’s article concerning the life and times of Captain Christopher Marsden. This was about 1 am in the morning. I remember well waking my wife up with the words “You’re never going to believe this.....!! Her reply, as I recall, is not publishable!!

Based on the fact that Captain Christopher Marsden appeared to have established his dynasty on the Atlantic side of the US I made the assumption that it would be more likely that George would be resident in the eastern states. I therefore e-mailed Capt. Robert Lamb who was listed in ‘Sidelights’ as the President of the Council of Master Mariners for the North Atlantic region and Capt. ‘Chick’ Gedney who was listed as a *Sidelights* committee member. Much to my great surprise and pleasure Capt. Gedney sent a very swift reply with contact details of George. The rest as they say is history. I think it fair to say that George, was to say the least, surprised!

Best regards,
Simon Marsden, U.K.

Happy Birthday Captain Ray!



by Captain
Donald Moore, Jr.
#1513-L

On 21 November 2008, I was privileged

to participate in a delightful ceremony honoring one of our own at his 100th birthday party. Captain Raymond Eisenberg, #119-L was honored at a celebration held at the Officers Club aboard the Campus of the United States Merchant Marine Academy in Kings Point, New York. The gala affair was attended by over 160 people and was graciously hosted by Captain Lawrence Worters, # 812-R.

Captain Eisenberg has lived a long and successful life. He has contributed mightily to the American Merchant Marine and through the years projected a unique ability to touch and influence people of all ages. He commanded peers, mentored young mariners, and shaped many careers. He also helped lay the course of the fledgling Council of American Master Mariners.

His legacy will continue for many years.

As proof of his legacy, people came from all over the country to greet him. Guests and dignitaries flew in from California and Washington States and some from the mid-west. Others drove from the North East, and still others came from Washington, DC and parts

Ray Eisenberg's 100th Birthday Gala

south. This group included over 40 family members, many friends, admirals, naval and merchant marine captains, Titans of the maritime industry, professional colleagues, and former students like myself. In addition to the many guests present, telegrams of greeting and congratulations were received from then-President George W. Bush, Senator Hilary Clinton, and Governor of New York, David Paterson. It was a great tribute to a man who has spent his entire adult life serving the maritime industry of the United States.

Raymond Eisenberg was born in Philadelphia, Pennsylvania on 01 December 1908 to Samuel and Rachael Eisenberg. He grew up in Philadelphia with his sister Molly and Brothers James and Benjamin. After his birth his mother passed away and his father remarried. This marriage produced step brothers Aaron, Nathan, and Walter.

Eisenberg graduated from Central High School in Philadelphia in 1927 with a diploma stating he had mastered the Latin Scientific curriculum.

After high school, Eisenberg enrolled at Philadelphia Normal School, an institution that was well regarded in preparing young men and women to become school teachers. This didn't work out and he left the school shortly after entering.

Left with the prospect of not knowing where to go from here, Eisenberg thought about following his brother, Benjamin, and joining the US Navy. His brother, always the protecting big broth-

er, didn't like that idea and suggested he look into the Pennsylvania State Nautical School. After successfully passing the entrance exam, Eisenberg entered the Nautical School. He reported aboard the Pennsylvania Nautical School Training Ship, *PNS ANNAPOLIS*, on 21 May 1928. Two years later, on 23 May 1930, he was graduated from the *PNS ANNAPOLIS*, and thus began his illustrious nautical career.

Eisenberg then headed for New York to seek his fortune. He resided at the Seaman's Church Institute in downtown Manhattan with a fellow school ship classmate and "pounded the bricks" in search of a sea-going berth. In about six weeks he signed on board the *SS HAWAIIAN* of American Hawaiian Steamship Company as Quartermaster. He sailed Quartermaster until December 1930 when he was promoted to Fourth Mate. He continued sailing on American Hawaiian Steamship Company ships through the years raising his license to Relief Master and accepting promotions



PHOTO COURTESY OF PAT O'DONNELL
Father Maurice Lalonde with long-time friend Ray Eisenberg.



along the way.

While serving as Chief Mate aboard the American Hawaiian ship SS PANAMAN, the ship was laid up in Philadelphia during the Maritime Strike of 1936. This strike turned out to be a fortuitous event in Eisenberg's life. When he signed off at the ship's lay up, he found time to reacquaint himself with a childhood friend, Pauline Isser. The relationship blossomed, and they were married 8 January 1938. After their honeymoon, Eisenberg returned to the SS PANAMAN and there he stayed until 1941.

After leaving the American Hawaiian Steamship Company in September 1941, Eisenberg began the journey to realize his earlier desire to become a teacher. He accepted a position in the newly established Maritime Training Program. He was assigned to the staff of the U.S. Maritime Commission Basic School, commanded by Captain Ralph Sheaf, at the U.S. Coast Guard barracks on Treasure Island in San Francisco Bay.

Shortly after Eisenberg's arrival, the Japanese attacked Pearl Harbor and brought on World War II. Eisenberg's Naval Reserve Commission was activated and he was assigned to active duty as a Naval Training Officer at this facility. Because of war time ramp-up, the military facility that was housing the school on Treasure Island was filling beyond capacity with U.S. Coast Guard personnel. The Coast Guard took back the space and the school had to be moved. A new location was established on Coyote Point, near San Mateo. Eisenberg served at this installation until 1943.

At this same time Captain Henry R Patterson, a former official in the Jarka Stevedoring Corporation, who worked with Eisenberg from his sailing days, was called back to active duty in the Navy Construction Battalion. Patterson needed experienced hands working with the SeaBees and recommended Eisenberg. Eisenberg transferred from San Mateo, promoted in rank, and assigned to command a SeaBee Stevedore Battalion in training at Camp Perry, Virginia. His command was the 12th Special Construction Battalion, the first racially

integrated unit in the U.S. Navy. He led the Battalion to the South Pacific Theatre and landed on Russell Island, near Guadalcanal. For fifteen months the Battalion loaded supplies and troops onto ships that supported that invasion.



Gala Host Captain Larry Worters with Captain Ray Eisenberg.

After Russell Island, Eisenberg was transferred to Pearl Harbor to take command of the 20th Special Regiment, a large contingent of Navy SeaBee personnel with units stationed both on Midway Island and on Oahu. This size of a unit was normally commanded by a full Navy Captain, but Eisenberg handled the job as a Lieutenant Commander. In early 1945, the job of the 20th was to husband the sealift that supported the battles of Iwo Jima and Okinawa.

After V-J Day, his unit converted the male barracks in Pearl Harbor to accommodate the first unit of WAVES that were sent overseas as part of the post-war military presence in the Pacific. When this project was completed, Eisenberg resigned from active duty and returned to the maritime training effort.

At the behest of Admiral Richard R. McNulty, USNR, Superintendent of the Maritime Training Facility at Kings Point, NY, Captain Eisenberg returned to Kings Point. He helped shape the organization

that would become the United States Merchant Marine Academy. He served in various billets including executive officer of the academy's training ship, head of the Nautical Science Department, and head of the Public Works Department.

In 1958 Eisenberg was asked to become part of a team of distinguished maritime educators that were sent to Indonesia under the auspices of the State Department to survey the Indonesian maritime program at Akademi Ilma Pelajaran. The team was comprised of Captain Ray Eisenberg, Captain James Sauerbier (author of the definitive cargo text book of the time – *Marine Cargo Operations*), and Captain John La Dage (author of a similarly important maritime text – *Stability and Trim for Ship's Officers*). The team completed its assignment in four months and returned to Kings Point. One result of this project was a program sending Indonesian cadets to Kings Point for two years of training after which they were returned to the Indonesian academy to become part of the Indonesian maritime industry.

Eisenberg continued his tenure in the Nautical Science Department at Kings Point until he was once again approached to survey another maritime training program, the Yuksek Denizcilik Okulu in Turkey. Another successful junket added to an already impressive legacy.

Eisenberg returned to Kings Point and resumed his place in the Nautical Science Department. That is where I first met him. He, the teacher and I, the student. This was to be the beginning of a relationship that has lasted over 40 years. I was one of the "young mariners", mentioned earlier that Eisenberg has touched and influenced over the generations. Not only did he guide me at the Academy, but later in my career, when I became a Master Mariner for American President Lines, and eligible to join the Council of American Master Mariners, he helped guide me in the Council to my present position as National Secretary/Treasurer.

During his tenure at Kings Point he
Continued on page 26 >>>

MY FIRST TRIP TO SEA....

SS GEORGE LEONARD

On Articles* 23 MAR 43 through 27 JUN 43



by Captain
C.E. "Chick" Gedney
#532-L

After completing the accelerated program for what would have been my fourth class year at Kings Point in peace time, I became a Third Class Cadet and went to sea on a merchant ship. This should have been a full year at sea,

but because of the war, the sea time requirement had been reduced to six months. This

very strict. We were searched at the gate and all cigarettes, cigars, matches, lighters etc. were confiscated.

After loading a full load of ammunition which included everything from small arms ammo to 1,000-pound bombs, the ship shifted to the US Army terminal in Brooklyn where drums of gasoline were loaded on deck, boxed in, then trucks and army vehicles were loaded, blocked and lashed on top of the drums of gasoline.

Today, the Coast Guard will say gasoline could not be loaded on deck on an ammunition ship. But during WW II, a lot of the rules were broken from necessity, some times pretty badly. The SS *GEORGE LEONARD* had to wait several days for a convoy, then sailed. The convoy formed up past Ambrose Light Ship and proceeded toward the Straits of Gibraltar. Several days out dense fog closed in and other ships in the convoy could not be seen. The next day when the fog cleared, the SS *GEORGE LEONARD* was all alone; there wasn't anything in sight but empty ocean. Taking no chances, the Captain turned the ship around and headed back to New York Harbor.

Again it took nearly a week for another convoy to form before the *GEORGE LEONARD* sailed out to sea. We did not know it at the time we left the dock, but when the Captain opened his sealed

orders after the ship was out to sea, we found our destination was the Port of Algiers in North Africa.

There were several alarms on the way across, but no ships were lost due to enemy action. Fortunately the SS *GEORGE LEONARD* was near the center of the convoy and well protected. If she had been hit, she would have lit up like a Roman Candle.

We arrived in Algiers in due course and were anchored out, tied up to an anchored French tanker. The crew was not allowed ashore from the anchorage, but we soon found out the French crew on the tanker was quite happy to trade French wine (or anything else they had) for American cigarettes, which made life a bit more enjoyable. Cigarettes sold in the "Slop Chest" (ship's store) were tax free and 85 cents a carton.

After a week or so, the ship moved to a pier and began discharging. During our stay in Algiers, the Germans bombed the harbor every night, usually with Junkers JU 88 twin engine medium bombers. One night when the ship still had about two-thirds of the ammunition still aboard, a JU 88 came in low and fast dropping a stick of bombs. One bomb hit the pier next to ours on the starboard side. One hit our pier and one sank the ship at the pier across from to us on our port side. If one those bombs had hit the

allowed me to wear one diagonal gold stripe on my sleeve.

While we were Cadets at the United States Merchant Marine Academy, we were also Midshipman in the Naval Reserve. The ATR (Academy Training Representative) assigned me as a Cadet/Midshipman along with one other deck cadet and two engine cadets, to the SS *GEORGE LEONARD*, a Liberty Ship operated for the War Shipping Administration by the United Fruit Company docked in New York City.

The Captain was a Martinet who liked to yell at the Cadets. The Chief Mate was William Floyd Alison from Algiers, a small city across the Mississippi River from New Orleans. Captain Alison was a very competent seafarer; I learned quit a bit from him. I saw Captain Alison again in Viet Nam in the mid 1960s while I was there as Master of the SS *PRESIDENT BUCHANAN*. He had reached retirement age, but stayed until the Viet Nam War's end.

After discharging military retrograde cargo sent back for repairs, making voyage repairs on the ship and loading voyage stores, the *GEORGE LEONARD* shifted over to Caven Point Terminal in New Jersey, a military ammunition loading facility. The guards at Caven Point were

* The time on articles shown on the discharges are not a true indication of the time spent on a ship. The time served on a ship was always longer than the time on articles. It took two to three weeks for a ship to load out, while a crew was being shipped. It was not unusual to be on a ship for a week or two before articles were signed, while others had just joined. Articles usually ended the day after arrival in port. The crew was paid off at the same time.



LEONARD, about half of Algiers Harbor would have gone up.

We were allowed shore liberty in the port after working hours, and did go ashore most nights. The first time we went ashore an Aussie soldier at the gate told us not to run through the gate at night - even if we were trying to get back to the ship during an air raid. He said he did not want to shoot us by accident, but would shoot anyone who looked like they were trying to crash the gate.

One of the German aircraft that was shot down and crashed near our ship contained the body of a woman in a German Army Nurses uniform. A nurse took a ride with her boyfriend which proved fatal for her, and him also.

Another German plane that was shot down near our ship was claimed by the gun crew on the SS *GEORGE LEONARD*. They retrieved the burned out air frame of the plane and mounted it on the bow of the ship. About halfway across the Atlantic going home the gunnery officer made them throw it overboard.

The night sky during the air raids was one of the most beautiful (and deadly) fireworks displays one could want to see. A photographer for *Life* or *Look* magazine took some pictures that were widely displayed in the U.S.

While we were in Algiers, Rick Conlon, another Cadet/Midshipman from Rye, heard I was on the *GEORGE LEONARD* and came over for a visit. He was wearing his sea boots and when I asked why, he said his ship had been on shuttle service for months. All of the gear of the crew was wearing out. His shoes were long gone. The Merchant Mariners were the step-children of the war. No one would re-supply them overseas, regardless of how long they were out of the country. Rick told me later when they finally arrived back in New York City, all they had for breakfast that morning was all-bran and black coffee. They were completely out of food.

Several weeks later when the discharge at Algiers was completed, the SS *GEORGE LEONARD* was sent in a mini convoy to

Gibraltar Bay to await a Trans Atlantic convoy to New York. Going shore on the "Rock", I was surprised to find it was honeycombed with tunnels. Of course, it also had gun emplacements all over it. North of the "Rock" is a flat area that contained a British Air Field. North of that was a strip of land that connected to the Spanish Mainland, complete with Immigration and Customs barriers of both nations.

Anchored near us was the Liberty Ship SS *WALT WHITMAN*. She had been hit in the #5 hatch and had a hole in her hull one could drive a bus through without hitting the sides. It took more than one torpedo to sink an empty Liberty Ship.

The convoy home from Gibraltar was uneventful. The German submarines were not interested in empty ships going back to the U.S.

Several days after arriving in New York, the ATR detached me from the SS *GEORGE LEONARD* for re-assignment because there were already four cadets on the ship.

SS WILLIAM CARSON Second trip to sea

On articles 7 JUL 43 — 8 OCT 43*

Two days after detaching me from the SS *GEORGE LEONARD* the ATR assigned me to the SS William Carson, a Liberty Ship which operated by Grace Line and berthed at the Grace Line Pier at the Hudson River in Manhattan, an easy pier to get to in NY. The Captain's name was Carlson. He was a real good man and a very good shipmaster.

(As a side note, Captain Carlson's son sailed with me as second mate on the SS *PRESIDENT HARRISON*, my first command in 1965.)

The Chief Mate was Ray Callou, class of 1941 from the California Maritime Academy. In less than two years he had earned a Chief Mate's License, was sailing on it, generating time to obtain his Master's License.

We loaded out with military general cargo; drums of gas and trucks on deck. After the convoy formed, we found we

were headed for Bristol, England. The convoy sailed at the usual ten knot speed. About 80% of the ships in the convoys were liberty ships and ten knots was close to their top speed anyway.

While in Bristol I was able to get in touch with my brother Les, who was in the eighth Air Force near Luton, Bedfordshire. The manager of the Red Cross Club, Mr. Jake Reynolds, who had been my mechanical drawing instructor at Rye High School, Rye, NY, helped me get in touch with Les.

Captain Carlson let me go visit my brother. I took the train to London, then another train from Paddington Station to Luton, where Les met me and we went to Thuralie Air Base, which was supposed to be very secret at the time. I also met Les's future wife Dorothy and her family.

Les, who had been a waist gunner on a B-17 could no longer fly because of a broken ear drum. He was then made crew chief for the B-17 and was responsible for getting the planes ready to go on air raids in Germany. He got me up at 4 a.m. to help load bombs on the bomber. The Air Force Captain, a B-17 pilot, asked me if I could shoot a machine gun. When I said yes, he said, "then you are going with us today." Before I could say anything, Les said, "Like hell he is!" Les told me later he was one of 4 men left out of the original 112 flying personnel that came over to England with the Squadron. The other 108 had all been killed in aerial combat.

While waiting for the bombers to return in the afternoon, Les said to look for the planes whose bellies were red - they had wounded aboard. That day all of the planes came back, but one was late and very badly shot up.

After two days at the air base, I returned by train through London and back to Bristol to rejoin the ship.

Arriving in New York City, I was detached from the ship and sent back to the Academy. I earned a second diagonal stripe on my sleeve I became a second classman. ☆

Outgoing MarAd boss leaves critical studies as guideposts for his successor



by Will Watson,
Fairplay Deputy Editor
Americas

A report being left behind by now former US Maritime Administrator Sean Connaughton for his successor points to a “greater disconnect between US maritime policy and the current state of the global maritime transportation system and foreign trade. Referred to as a “leave behind,” Connaughton hopes it will help an Obama-appointed maritime administrator continue to make the agency more vital.

The 72-page document - prepared by IHS Global Insight - says the federal government, in recent years, has focused exclusively on domestic maritime trades ... ignoring the international arena. “Policy is not supportive of US participation in international trades,” the report states, noting that the “US flag oceangoing fleet has been in decline relative to the fleets of other maritime nations. Building ships in the US and operating US-flag ships is more costly than building or operating ships in other nations. However, the report also finds that possible reforms can lend more support to the US maritime industry.”

As he packed his office, Connaughton said that the US maritime industry has been “under-supported” by the government and opined that the trend must change to cope with growing international trade. He said maritime transpor-

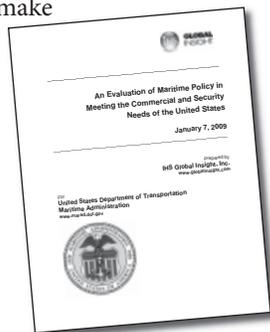
tation is the most import mode to be developed in coming years to help offset congestion and speed cargo flow inland. “If America is to succeed, the systemic neglect of the maritime industry must change,” he said.

In a companion report released late last Friday - America’s Ports & Intermodal Transportation System - MarAd wrote that “there is growing concern ... that our existing Marine Transportation System may not be able to meet the anticipated growth in international trade and the many challenges associated with that growth - from financing badly needed new infrastructure improvements across the different modes of transportation to dealing with environmental concerns in an emerging “green” society.” The report noted that US neighbors, Mexico, Canada and Panama, seem poised to fill any void.

The report then states that “it is imperative that we acknowledge . . . that an efficient and modern marine transportation system is vital to our economic security. Clearly, as the volume of goods arriving at our port gateways continues to grow, so will system congestion and development costs, along with the very real possibility of cargo diversion to non-US port facilities.”

Connaughton said he hopes these twin reports will elevate consideration of maritime projects in Obama’s promised infrastructure improvements. ☆

Editor’s Note: The report can be found in full online from MarAd’s home page: www.marad.dot.gov.



USCG Commandant Adm. Thad Allen is not going anywhere; while former MarAd head Sean Connaughton packed his office on January 20.

Connaughton signs off as maritime administrator

by Will Watson

Like most political appointees in the Bush administration, US Maritime Administrator Sean Connaughton left the federal payroll on 20 January at noon when Barack Obama took office. As he packed his office, he chatted briefly with us to express his gratitude for the opportunity to run America’s maritime programs over the past 2.5 years.

While everyone in the US maritime industry wasn’t thrilled with all of Connaughton’s decisions, the consensus is virtually unanimous that he brought more energy and political acumen to the job and posted more achievements than his recent predecessors.

Connaughton credits his team with most of the success that he says include drastically reducing the US Ghost Fleet, creating jobs at sea for US mariners, helping to shepherd port growth (like in Anchorage), launching a strategy for a workable shortsea scheme, the agency reorganization and the new environmental policy and most recently - MarAd’s role in fighting piracy.

The Virginia Republican was nominated in September to be chairman of the Federal Maritime Commission. But Congress never gave him a hearing so the appointment died with the change in administrations.

Until Obama names a replacement, MarAd will be run by acting deputy administrator James E Caponiti, the agency’s assistant administrator and a member of the federal government’s Senior Executive Service. ☆

Editor’s Note: See page 22 for an update on Sean Connaughton.



More questions than answers as Obama presidency begins

by Will Watson

Deputy Editor - Americas, Fairplay

Barack Obama became the 44th President of the United States on 21 January and campaign pledges aside, many questions remain as to his administration's plans for the maritime industry. When candidate Obama was wooing American maritime unions, he pledged support for the Jones Act, cargo preference rules and other issues important to US seafarers.

Now, as President Obama, one of his first pronouncements was his energy policy that would "eliminate current (oil) imports from the Middle East and Venezuela" as well as the tankers that presently carry the crude. Most industry insiders believe the goal – which includes putting one million plug-in hybrid cars on US roads by 2015 – is a bit naïve and simplistic and won't actually work. But the effect on tanker trades still must be considered.

Three cabinet appointments and one departmental nomination will also impact the maritime industry – but nobody knows exactly how. Probably the most notable appointment is former Illinois Congressman Ray LaHood as Secretary of Transportation. One of two Republicans included in the Obama

cabinet, LaHood has little, if any, track record on maritime matters. When questioned during his confirmation hearings, he pledged support for all modes of transportation and for Obama's planned infra-



Secretary of Transportation: Ray LaHood

Secretary of Homeland Security: Janet Napolitano

structure reinvestment scheme. A key job within the DoT that remains vacant is that of maritime administrator. With the departure of Sean Connaughton, the job is temporarily in the hands of acting deputy administrator James E Caponiti, MarAd's senior civil servant. So nobody knows the future of programs begun by Connaughton – like the Marine Highway and ongoing efforts to place US mariners aboard foreign flag vessels.

Former Arizona Gov. Janet Napolitano has become Secretary of Homeland Security and will oversee the Coast Guard, Customs & Border Protection, the

Transportation Security Administration and other agencies that impact the maritime sector. She has asked all DHS agencies for updates on ongoing strategies, but has given no idea of her plans – other than to keep the homeland safe. Two agency heads who are keeping their jobs are Adm Thad Allen, whose tenure as USCG commandant has some time yet to run and Ralph Basham, who has been asked to remain for a while as CBP Commissioner. Allen tells us he knows Napolitano (as both hail from Arizona) and he expects a good working relationship with his new boss.

Obama's pick for Attorney General is Eric Holder who is expected to continue the same (or an even invigorated) program against maritime pollution – both water and air. And Carol Browner, the nominee to head the Environmental Protection Agency, will likely take a stronger rein on the industry regarding environmental issues.

Pledging change, all are now waiting anxiously to see what form that "change" will take and how it will impact shipping and those who serve on vessels that ply American waters. ☆

Jones Act criminal probe continues as one executive is sentenced

by Will Watson, Deputy Editor - Americas, Fairplay

A federal probe into price fixing in the Jones Act trades have already brought several guilty pleas and at least one executive is now bound for prison in what prosecutors say is an ongoing and expanding investigation. Former Sea Star Line SVP Peter Baci was the first to be sentenced – receiving a four year prison term and a \$20,000 fine – but his lawyer told the court that Baci was only "acting on orders" from higher up.

In a memo to the sentencing judge, Baci's lawyer wrote that orders to engage in price fixing came from Leonard Shapiro, a "major shareholder" in Saltchuck which is part owner of Sea Star and also owns Totem Ocean Trailer Express (TOTE), a Pacific Northwest-Alaska Jones Act carrier. This allegation

validates recent statements by prosecutors who say that the probe will extend beyond the Puerto Rican trades.

Beyond Baci who was sentenced on Jan 31, other executives that have already pleaded guilty include Gabriel Serra, R. Kevin Gill and Gregory Glova of Horizon Lines and Alexander Chisholm of Sea Star, who will all be sentenced on April 27. Other high level indictments are expected and may include corporations as well as executives, prosecutors say.

The anti-trust probe became public last April when FBI agents raided the offices of Horizon, Sea Star and Crowley Maritime, and subpoenaed information from Jones Act carriers Trailer Bridge and Matson. ☆

CAMM works with IFMA to influence the outcome of a STCW proposal

Because of CAMM's membership in IFSMA, we were alerted to a proposal submitted to the IMO by Germany regarding alcohol abuse and prevention.

The ad hoc intersessional STW working group relating to the comprehensive review of the STCW Convention and the STCW Code, at its first meeting (8 to 12 September 2008), agreed that the provisions related to drug and alcohol abuse prevention should be provided in regulation VIII/1 of the STCW Convention and sections A-VIII/1 and B-VIII/1 of the STCW Code rather than under a separate new regulation VIII/3 and prepared the preliminary revised draft of chapter VIII of the STCW Convention and Code for further

consideration by STW 40 at their 2-6 February 2009 meeting.

Germany's proposal, below, with official STCW Code text adjacent, was discussed in length at the ad hoc intersessional meeting in February. A report on the outcome is on page 22.

IFSMA is opposed to this proposal, which effectively places the Master in the role of Policeman and may open them to criminalization if it was found that members of their own crew had abused these proposed rules.

CAMM President Captain Cal Hunziker took action on this, agreeing with IFSMA, and sent a letter of opposition to Jeff Lantz, US Chief of Delegation, reprinted on the opposite page. ☆

Proposal from Germany

text excerpted from STW 40/7-38

In line with the outcome of the previous discussions, it is proposed to introduce a mandatory alcohol limit of 0.05% blood alcohol level (BAC) under regulation VIII/1 and Section A-VIII/1. In order to have an acceptable way for enforcement of this provision it is further proposed to have only one parameter - the blood alcohol concentration.

Germany furthermore proposes that administrations are obliged to introduce provisions regarding on board random tests under the responsibility of the master. It shall depend on the situation on board in which manner such random tests are to be carried out. Therefore the master shall have the overall responsibility to organize such tests.

A worldwide accepted method for estimating the blood alcohol level (BAC) is to analyse a breath sample. However, breath analysers do not directly measure blood alcohol content or concentration, which requires the analysis of a blood sample. Instead, they estimate BAC indirectly by measuring the amount of alcohol in a person's breath. This method of measuring is therefore particularly suitable for use on board ships.

According to the intentions of the ad hoc working group, the dangers of drug abuse are also addressed in the mandatory part of the STCW Code, but without defining tolerable drug consumption levels.

It is also understood from previous discussions that any mandatory provisions regarding the exchange of information are limited by data protection laws. Therefore, relevant non-mandatory guidance on cooperation between parties is proposed to be inserted in part B (Section B-VIII/1, paragraph 10) of the STCW Code. ☆

PROPOSED AMENDMENTS TO
CHAPTER VIII OF THE INTERNATIONAL
CONVENTION ON STANDARDS OF
TRAINING, CERTIFICATION AND
WATCHKEEPING FOR SEAFARERS (STCW),
1978, AS AMENDED

Chapter VIII
Watchkeeping
Regulation VIII/1

The proposed paragraph 2 of the proposed regulation VIII/1 in document STW 40/7/9 is replaced with the following:

"2. Each Administration shall, for the purpose of preventing alcohol and drug abuse, ensure that adequate measures are established in accordance with the provisions of section A-VIII/1 of the STCW Code."

PROPOSED AMENDMENTS TO
PRELIMINARY REVISED DRAFT TEXT
OF CHAPTER VIII OF THE SEAFARERS'
TRAINING, CERTIFICATION AND
WATCHKEEPING (STCW) CODE

Part A
Chapter VIII
Watchkeeping
Section A-VIII/1

In the second option for section A-VIII/1 proposed in document STW 40/7/9, the proposed paragraph 12 is replaced with the following text:

"12. Each Administration shall establish, for the purpose of preventing alcohol abuse:

- .1 a limit of 0.05% blood alcohol level (BAC) or a quantity of alcohol leading to such alcohol concentration for masters, officers and other seafarers while performing designated safety, security and marine environmental duties;**
- .2 a prohibition to consume alcohol within 4 hours prior to serving as a member of the watch or being on call thereto; and**
- .3 provisions for adequate random tests on board ships under the responsibility of the master by means of devices for estimating blood alcohol content from a breath sample.**

Administrations shall direct the attention of companies and seafarers to the dangers to safety, security and the marine environment resulting from drug abuse."

Note: In case the Sub-Committee decides to pursue option 1 for section A-VIII/1 proposed in document STW 40/7/9, then provisions related to alcohol abuse prevention would need to be included.

PROPOSED AMENDMENTS TO
PRELIMINARY REVISED DRAFT TEXT
OF CHAPTER VIII OF THE SEAFARERS'
TRAINING, CERTIFICATION AND
WATCHKEEPING (STCW) CODE

Part B

Chapter VIII

Guidance regarding watchkeeping

Section B-VIII/1

Guidance regarding prevention of alcohol and drug abuse

The guidance proposed in document STW 40/7/9 is replaced with the following:

- “6 Alcohol and drug abuse directly affect the fitness and ability of a seafarer to perform watchkeeping duties. Seafarers found to be under the influence of alcohol or drugs should not be permitted to perform safety and security related duties until such time that they are no longer impaired in their ability to perform those duties.
- 7 Companies should consider the implementation of a clearly written policy of alcohol and drug abuse, either by inclusion in the company's quality management system or by means of adequate information and education to the seafarers.
- 8 Administrations should ensure that adequate measures are taken to prevent alcohol and drugs from impairing the ability of watchkeeping personnel, and should establish screening programmes as necessary which:
- .1 identify drug and alcohol abuse;
 - .2 respect the dignity, privacy, confidentiality and fundamental legal rights of the individuals concerned; and
 - .3 take into account relevant international guidelines.
- 9 Those involved in establishing alcohol and drug prevention programmes should take into account the guidance contained in the ILO publication *Drug and Alcohol Prevention Programmes in the Maritime Industry (A Manual for Planners)*, as may be amended.
- 10 Based on information received as a result of investigating maritime casualties or other alcohol related incidents all parties involved should cooperate to avoid further implications for seafarers to perform their watchkeeping duties.”

To Jeff Lantz,
US Chief of Delegation

PAPER STW 40/7/38: ALCOHOL AND DRUG ABUSE
PREVENTION SUBMITTED BY GERMANY

On behalf of The Council of American Master Mariners, I would like to express our concern at that aforementioned submission to the forthcoming meeting of the IMO Sub-Committee on Standards of Training and Watchkeeping (STW) from the Government of Germany.

Our concerns can be expressed as follows:-

- 1) In para 3 it assumes that the inter-sessional working group took a decision to introduce mandatory requirements into Section A of the STCW Code. This is not the case. The annex to paper STW 40/7/9, which is the draft text of Chapter VIII arising from the ISWG, indicates that no decision has yet been taken whether to have provisions in Code A or guidance in Code B.
- 2) The proposed limit of 0.05% BAC is a very low limit and will be difficult to enforce. No justification is given for such a low level – or indeed any level below the recommended level of 0.08% currently in STCW Code B.
- 3) It is proposed that Masters will have a responsibility for enforcing what will become a provision of a flag state's criminal law, on behalf of the state's authorities. Hence, in addition to his role as commander of the ship and representative of the shipowner, the Master must act as an on-board policeman, randomly breathalysing his/her crew members. It is one thing for a Master to supervise alcohol testing under a company policy - particularly following an accident or where there is reasonable cause – but quite another to enforce the laws of a flag state requiring random testing. The implications of such a practice for staff relations and shipboard discipline – and indeed for shipboard safety – could be very serious.
- 4) Random testing is expensive, requires a chain of custody and is not appropriate in all circumstances.
- 5) The fact that a breath test does no more than enable an estimate of BAC means that it will surely not meet the criminal standard of proof i.e. beyond reasonable doubt.

If mandatory requirements are to be inserted into Code A, they should be expressed as responsibilities of companies. The industry has a good record of self-regulation in respect of alcohol misuse prevention policy.

Yours sincerely,

Captain Cal Hunziker,
President, Council of American Master Mariners, Inc.

IMO STW Subcommittee action on alcohol abuse prevention

Letters of concern help torpedo German proposal

by Paul Kirchner, APA General Council

The proposal for random testing by the master received no support and much opposition for many of the reasons you mentioned in your letter to Jeff Lantz. The proposal was rejected.

On the proposal to move alcohol rules from Part B (guidance) to Part A (mandatory requirements), the workgroup for that portion of the STCW revision, as well as the whole subcommittee, decided to put in Part A only the following:

“Each Administration shall establish, for the purpose of preventing alcohol abuse a limit of not greater than 0.05% blood alcohol level (BAC) or 0.25 mg/l alcohol in the breath or a quantity of alcohol leading to such alcohol concentration for masters, officers and other seafarers while performing designated safety, security and marine environmental

duties.” —STCW Code, Section A-VIII/1/10 (proposed).

The concern of the US and many other countries with existing BAC limits below 0.05% was to make sure that a limit higher than their existing national limit wouldn't be specified, which would either invalidate the national lower limit or lead to political pressure to match the international limit.

Requiring a limit “no greater than” was the compromise eventually adopted. The US supported the compromise, which they felt would protect the current US 0.04% limit. Ironically, the “no greater than” language was proposed by the UK but tied to a limit of 0.08%, which is their current national limit. As a result of the new language, they may have to lower their limit to no greater than at 0.05%. According to statements

made during the discussion on this subject, many countries have either 0.03% or 0.00%.

The guidance provisions in Part B are fairly general. For example:

“Companies should consider the implementation of a clearly written policy of drug and alcohol abuse prevention, including prohibition to consume alcohol within 4 hours prior to serving as a member of a watch either by inclusion in the company's quality management system or by means of providing adequate information and education to seafarers.” — STCW Code, Section B-VIII/1/7 (proposed). ☆

Editor's Note: Paul Kirchner monitored the meeting and reported back at the request of CAMM President Captain Cal Hunziker.

Connaughton To Join ABS

ABS Press Release

February 12, 2009, (Houston, TX)

ABS is pleased to announce that Sean T. Connaughton, who served as U.S. Maritime Administrator from 2006 until his resignation with the recent change of Administration in Washington, will join the class society as Corporate Vice President for Government Affairs, effective 17 February.

In this newly created position, Connaughton will act as the society's primary liaison with national governments at senior levels, establishing and maintaining close working relationships with the principal executive and legislative bodies that influence maritime policy as it relates to safety and classification issues.

“Governments are playing an increasingly important role in our activities,” said ABS Chairman

and CEO Robert D. Somerville. “Legislative actions can affect the terms of reference under which we operate, as is currently the case with the new EC Directive and Regulation for Recognized Organizations. And governments are also important clients. We provide classification services for naval, military and other specialist government vessels and see promising opportunities to expand these relationships in the future.

“Having someone with Sean's intimate knowledge of government operations, diplomatic and legislative skills and experience, and close contacts with the maritime administrations of other nations from his time as the U.S. Maritime Administrator, will greatly strengthen our ability to work with governments as partners and clients,” Somerville added. ☆



35th Annual General Assembly
Rio de Janeiro, Brazil
6th & 7th May 2009

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Delegates and members attending the conference must pre-register with IFSMA and are responsible for their own hotel reservations.

A passport and tourist Visa is required for American citizens to enter Brazil. The visa can be obtained from the Brazilian Embassy closest to your residence. Visas cannot be obtained at the airport. More information can be found online at the US Dept. of State www.state.gov (under the Travel tab) or the Brazilian Embassy website: www.brasilemb.org.

www.ifsma.org

Injustice to seafarers! - who cares?



by Captain
Rodger MacDonald,
Secretary General
IFSMA

Without in anyway wishing to belittle the excellent professional skill of the flight captain and crew of the aircraft that was safely ditched in the Hudson River with no loss of life, I was surprised that the US Coast Guard did not arrest the

pilot for polluting the river and water around New York! I know I am being cynical, but it just highlights the

ing motorists, you put your hazard lights on. Whilst parked, you notice in your rear view screen an 'eighteen wheeler' that appears to be out of control and it does unfortunately jack-knife hitting your tanker. Luckily nobody is injured but your tanker is damaged and some diesel oil is spilled onto the side of the road. Would any just society prosecute and imprison the tanker driver?

In late November last year, I was able to support Captain Laptalo of the *CORAL SEA* as a defence witness in his appeal against the unjust conviction that had sentenced him to 14 years in prison. I have to say on this occasion the defense lawyers had spared no effort with pictures and models of the ship and cargo to

had any understanding of the working of ships. When I was on the witness stand and explained that it was not possible for any shipmaster to know for certainty the contents of sealed pallets or containers, they seemed amazed, and shocked. It seems to me that it is this ignorance of our industry that creates the injustice.

The result was that in the summing up, the prosecution stated there was no case against Captain Laptalo and the Judges agreed. He was cleared of the charges and free to go. But there is still injustice. Apart from the time served in prison, the Captain still has a record and it is doubtful he would ever be able to return to Greece which is a principal destination for his shipping company.

His Chief Officer, who was actually cleared at the first trial, has never mentally recovered from the experience. Two professional seafarers whose careers have been ruined with no recourse, whilst here in the UK the financial wizards that have brought misery to millions are still getting their bonuses! What a world are we living in? 🌍

different perspective that the media and public at large holds for aviation as opposed to maritime activities.

If you consider cases such as the *ERICA* and *PRESTIGE*, the shipmasters acted just as professionally and were able to see that all the crew were safe before leaving their stricken ships. Were the shipmasters anymore to blame for what happened to their ships in extremely bad weather than the pilot of the aircraft that unfortunately met with a flock of birds?

When I have been expressing my own feelings about the severe injustice of Captain Jasprit Chawla and Chief Officer Chetan Syam of the *HEBEI SPIRIT* to my friends outside our industry, they ask me to explain what makes me so angry. I have found the only way I can explain is to ask them to imagine that they are the legal and competent driver of a road tanker carrying diesel fuel on a highway. The weather is quite bad. As you are running a little early, you pull off the road to safely and legally park in a lay-by. So that you can be seen by pass-



Captain Jasprit Chawla and chief officer, Syam Chetan, of the *HEBEI SPIRIT*.

explain to the appeal judges how ships are loaded and discharged. It was clearly obvious that neither the judges nor the prosecution



M/V *HEBEI SPIRIT* damage after a crane barge owned by Samsung collided with the anchored tanker on December 8, 2007.



The Apostleship of the Sea of the United States of America Resolution: Inadequate Response to Somali Pirates

WHERE AS, the mission of the AOSUSA is to be a spiritual and theological resource to the Roman Catholic Church in the United States of America.

The purpose of the AOSUSA is to teach and witness to the Word of God and to serve God's people; especially seafarers, maritime personnel and people of the sea; by fostering their growth and renewal, through prayer, study and Christian service.

WHERE AS, for nearly 17 years, pirates in Somalia threaten the lives of seafarers and the security of world trade; the pirates are now attacking ships on a daily basis with assault rifles and rocket propelled grenades; and currently holding 15 vessels and 300 seafarer hostages.

WHERE AS, ships - which carry 80% of world trade - are the lifeblood of the global economy; and the indifference to the lives of merchant seafarers and the consequences for society at large; transiting the Gulf of Aden and the Red Sea/Suez Canal is a vital Asia to Europe sea lane affecting not just those countries to which cargoes are destined but all global seaborne trade;

WHERE AS, since 9/11, the international shipping community has had to comply with new security requirements to address concerns about terrorism and various new cargo security requirements; yet when pirates attack merchant vessels, the response of many flag states is that it is not the governments' problem and ships should hire armed guards for protection;

WHERE AS, piracy is a criminal act and the arming of merchant ships will put the lives of ships' crews in even greater danger and escalate the pirates' level of violence;

WHERE AS, the United Nations Convention on the Law of the Sea, Article 105, states 'On the high seas, or in any other place outside the jurisdiction of any State, every State may seize a pirate ship or aircraft taken by piracy and under the control of pirates, and arrest the

persons and seize the property on board'. The rights of States to act against criminal acts at sea are reinforced by the IMO Convention for the Suppression of Unlawful Acts Against the Safety of Maritime Navigation.

WHERE AS, there have been five U.N. Security Council Resolutions this year: 1851 (2008), 1846 (2008), 1838 (2008), 1816 (2008), 1814 (2008), the response by governments and their naval forces is inadequate; the pirates are operating with impunity, and governments stand idly by, consistent with current rules of engagement provided by participating governments;

WHERE AS, the world's leading nations, with the naval resources at their disposal, are unable to maintain the security of one of the world's most strategically important seaways, linking Europe to Asia via the Red Sea/Suez Canal;

WHERE AS, many countries are stakeholders in the maritime industry and international trade in Gulf of Aden and not fulfilling their responsibilities: The countries whose economies depend on free trade flowing through these waters, especially the European Union, the countries of Austral-Asia, the neighboring countries of East Africa and the South West Asia in particular the United Kingdom, France, The Netherlands, Germany, Italy, Japan, China, South Korea, India, New Zealand, Australia, Saudi Arabia, Kuwait, and Iran; the flag states of the merchant ships, especially flags of convenience in particular Panama, Liberia and European Secondary Registries; the actual country of ownership of the vessels in particular the United States, many western European countries and Japan; and the country of citizenship of the seafarers in particular the Philippines, India and China.

WHERE AS, Alfred Thayer Mahan wrote: "the necessity of a navy, in the restricted sense of the words, springs...from the existence of peaceful shipping, and disappears with it."

BE IT RESOLVED THAT THE APOSTLESHIP OF THE SEA OF THE UNITED STATES OF AMERICA:

RECOGNIZES, the unique opportunity, for many adversarial countries, to work together in a common goal;

URGES, governments to commit the necessary maritime law enforcement or navy vessels now, and to ensure they have the freedom to engage against acts of piracy in the Gulf of Aden;

URGES, governments to issue clear rules of engagement to allow maritime law enforcement or naval forces to intercept and take appropriate action against violent pirates, and the oceangoing 'mother ships' from which the pirates are operating, as permitted by UN Security Council Resolutions and existing international law about the rights of states to repress criminal acts on the high seas;

URGES, governments to bring the pirates to justice in a court of law and not allowed the pirates to resume their criminal activities unimpeded because of governments' unwillingness or incompetence to take the necessary action;

URGES, the United Nations and the UN Security Council to immediately take appropriate action; and the greater urgency is required by governments and their navies, particularly those stakeholder countries with the responsibility to protect their merchant seafarers, their vessels, their economies and restore security to this critical trade artery.

A Tale of Two Ship Visits



By Father
Sinclair Oubre
CAMM Chaplain
3220-A

Over the last few months, I have tried to become more intentional in going out and visiting the ships that call at Port Arthur. There are two distinct experiences, and can be classified as foreign-flag visits and US-flag visits.

When I go aboard a foreign-flag vessel, I shake hands with the AB working vessel security, show my TWIC card, and sign in. Then the mariner asks me two questions. First, are you from the seamen's mission? The second question is, "do you have phone cards?" After this, they radio the officer on watch, and escort me down the deck to the crew mess or recreation room.

When I visit an US-flag ship, I come up the gang way, greet the AB working vessel security, then he or she looks at me with a "what-do-you-want" look. I explain to him that I am from the seamen's mission. This changes his look from "what-do-you-want" to "what's a seamen's mission?" We are obviously talking about two different things.

The AB then calls the officer on watch over the radio, "Hey mate, I have someone from the seamen's mission, and he wants to visit the crew." There then occurs a long pause, as the mate translates this information. Then he responds, "Well, everyone is busy, and we are loading, and there is no one available for him to talk to."

The AB turns to me, and apologetically relates the same message that I have just heard. I thank the AB, wish him or her a safe and blessed voyage, and assure them of my prayers. If I have some American

Merchant Marine Library books and newspapers with me, I pass them to the AB, and ask him or her to bring them back to the house.

The agent comes onboard to represent the interests of the owner, the Coast Guard comes onboard to represent the US government's interests, the gaugers come onboard to represent the cargo owner's interest, and the chandler comes onboard to deliver stores to the ship.

The port chaplain and other maritime ministers are the only ones who come onboard the ship or tug with the exclusive interest of caring for the crew members.

It is true that there has been a regrettable tradition at many of our seafarer centers or missions of over looking the American crews, and focusing exclusively on foreign-flag crews. As one Catholic maritime minister told me, "I have committed myself to an option for the poor. That is why I only take care of the foreign seafarers."

His response tremendously upset me as a port chaplain and an US merchant mariner. Regrettably, I must acknowledge that many US seafarers have experienced just that attitude from maritime ministers and seafarer centers.

I am working through the Apostleship of the Sea to change this attitude, and I am beginning to see some progress. However, once we get our own act together, it would be good to find a more friendly welcome on US-flag ships. This

will take some changes on the ship, and among the crew. As one AB told me, "I really would like to have you come and visit, but the chief mate has told us that absolutely no visitors are allowed. If I let you come on, he will fire me."

My hope is that by sharing this note with those CAMM members who are still active mariners, that a dialogue can begin that will bring about better services by seafarer welfare agencies to US mariners, and that US mariners will better understand what seamen's centers are, and will understand how they can play an essential part in crew moral, and their spiritual and physical well being. ☆

Apostleship of the Sea - United States of America

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Members' Corner

Eisenberg >>>Continued from page 15

was involved in bringing about many innovations that impact Maritime Training at Kings Point to this day. A couple of these are:

- 1) The splitting of the sea year so that Cadets could participate in campus activities such as sailing, band and athletics;
- 2) The inclusion of Female Cadets into the Regiment - (the first Federal Academy to do so!)

Eisenberg continued his influence at Kings Point until his retirement on 2 January 1976.

In addition to all the accomplishments mentioned above, Eisenberg also made time to be the editor of three maritime publications:

- *The Lookout* – The magazine for the Pennsylvania Nautical School (1956 to 2000);
- *Sidelights* – Publication of the Council of American Master Mariners (Retired 1991); and
- *Scuttlebutt* – The Magazine for the Retired Employees of Federal Academies (Retired but not yet replaced).



During his illustrious career, Captain Eisenberg has received many awards and citations for his exemplary service to the Maritime Industry. Two that deserve mention are the Bronze Medallion for the Legion of Honor of the Chapel for the Four Chaplains presented in a ceremony on September 19, 1998, and the Lalonde *Spirit of Seas Award* presented by the Council of American Master Mariners at their Annual General Meeting in San Francisco on 16 May 2000.

One can tell, by the quality of the above mentioned awards, and by the myriads of other awards and distinctions that Captain Eisenberg has received, how highly regarded he is. He is a remarkable man who lived a remarkable career and who touched and influenced generations of mariners. ☆

*Captain Ray, we wish you Fair Seas and Following
Winds on your continued voyage through life.
Sail Safe – Keep at least a Fathom under your keel!!*

CROSS'D THE FINAL BAR

CAPTAIN JEROME A. KONKEL #246-L

Captain Konkell crossed the final bar on May 27th, 2008. He was 84 years old. Captain Konkell's last command was the S.S. *AMOCO CONNECTICUT*. He retired in 1968. He is survived by his wife Dorothy. Our prayers and condolences go out to his family.

Winter's First Storm

*Clouds like grey ghosts were racing across the sky,
Occasionally the Moon shone through and winked its
mystical eye.*

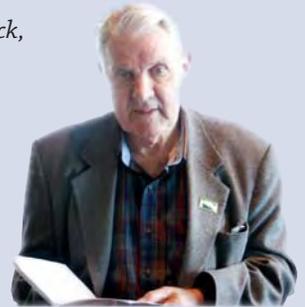
*I tapped the glass and it was falling fast.
It promised to be a storm that was going to last.*

*You could hear the branches snap and crack,
The lights flickered and it was inky black
The trees were wildly waving to and fro.
I had an uneasy feeling they might go.*

*I had the luxury of being safe inside
The men at sea were having a wild ride
A lantern dispelled the gloom
While the fire crackled in the room.*

*By nine o'clock the worst had passed
A feeble flicker and the lights were on at last
The glass was steady and the wind died down
Winter's first storm had blown through town.*

by Les Kerton, 3075-A



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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		

Present Occupation:

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

Present USCG License:

Type:	Limit:	Expiration:
Pilotage Endorsements:	Limits:	

Original USCG License:

Type:	Date Obtained:
Place/Institution obtained:	

Membership Type: All Regular, Special and Pilot members must be U.S. citizens.

- R - Regular:**
 - (RU) Unlimited Master Mariner License and commanded vessels over 5,000 GRT on ocean 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 Membership: I am not a U.S.C.G. licensed Master Mariner or Pilot, but do have the following maritime affiliations:**
 - Military Equivalent of Master Mariner.
 - Cadet: Student at a Maritime Institute.
 - Maritime Distinction: education, training, research, regulation or government.
 - U.S. water transportation company in an executive, administrative or operational capacity

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

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

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 \$100 check (\$60 annual dues + \$40 application fee) payable to: The Council of American Master Mariners, Inc. Mail to Liz Clark, CAMM Membership Chair, 2231 NE 46th St, Lighthouse Point, FL 33064-7252.

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: _____



Attention on Deck!

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