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Sidelights

2024 Vol. 54, № 2

Published by the Council of American Master Mariners, Inc.



The Pier at Gaza
Shipboard Firefighting
AGM and Business Meeting
A Green Blue Fleet



2025 Annual General Meeting and Professional Development Conference

***April 30 to May 2, 2025
Star Center, Dania Beach Florida***

STAR Center's primary and waterfront campuses, located in Dania Beach, Fla. near American Maritime Officers Headquarters, offer AMO members a full range of maritime training courses, license upgrading programs for all departments, and STCW training and certification.

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Then proceed to reserving accommodation.

***Any registration or arrival questions, please email
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See page 23 to Register for the Events

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BALTIMORE / WASHINGTON, D.C.

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capthartnett@mastermariner.org

Meetings at 1130 on the 2nd Tuesday of each month, except June - August. Check website for date and location. Locations vary between Baltimore and D.C.

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

Gulf Coast Region

MOBILE BAY

Captain Jerome "Rusty" Kilgore, President
251-490-2741

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

Mailing Address: 6208 Pier Ave.
Fairhope, AL 36532

NEW ORLEANS

Captain Ed Higgins, President
504-394-6866
capthiggins@mastermariner.org

The New Orleans Chapter has suspended all meetings until further notice. Anyone interested in helping revitalize this historic chapter, please contact Captain Roth (captroth@mastermariner.org), Captain Hartnett (capthartnett@mastermariner.org), or Captain Higgins (capthiggins@mastermariner.org)

HOUSTON

Captain Michael J. McCright, President
captmccright@mastermariner.org

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

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

South Atlantic Region

HAMPTON ROADS - REACTIVATING

Captain Patrick M. Wright, Contact
hawsepipe.maritime@gmail.com
(757) 218-1806

Mailing Address: 942 Shore Drive, Newport News, VA 23607

PORT EVERGLADES / MIAMI

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

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captmichaelson@mastermariner.org

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North Pacific Region

SEATTLE / PACIFIC NORTHWEST

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captklein@mastermariner.org

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

Mailing Address: PO Box 99392
Seattle, WA 98139

COLUMBIA RIVER

Paul Siracusa, President
chiefesiracusa@mastermariner.org

Meetings are held the 2nd Friday of every month September through May at the Cove Restaurant 5731 SE Columbia Way, Vancouver, WA. Contact Captain Bill Good at 360-835-8129 for details.

South Pacific Region

LOS ANGELES / LONG BEACH

Captain Mike Jessner, President
717-721-4276
Captjessner@mastermariner.org

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

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

SAN FRANCISCO BAY AREA

Captain Nicholas Lewis, President

360-977-9299
captlewis@mastermariner.org
Meetings at 12:00, 1st Thursday of each month at Zio Fraedos, 23 Harbor Way, Vallejo, CA 94590

Mailing Address: 133 Leeward Court,
Vallejo, CA 94591-6339

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To for rates and information they should go to <http://www.mastermariner.org/sidelights-home.html#advertising>

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Spring	March 20	April 15
Summer	June 10	July 1
Fall	October 20	November 15
Winter	January 20	February 15

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4 GB storage



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Set of four



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Blue 16-oz. insulated



\$15 Coffee Mug
Ceramic, 12-oz.

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Comes with CAMM pen



\$10 CAMM
Post-it/Pen set



CAMM Hat (New Item)
Embroidered Logo Baseball Cap
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\$5 Lapel Pin
Not actual size

Contact Captain Augusta Roth to place your order.
Price includes tax, shipping and handling.

In This Issue



ON THE COVER

The U.S. Army logistic support vessel *General Frank S. Besson Jr. (LSV 1)* drops its bow ramp on a beach on board Naval Amphibious Base (NAS) Little Creek, Va., during a training evolution. The prime mission of the ship is the direct transport and discharge of liquid and dry cargo to shallow terminal areas, to remote under-developed coastlines and on inland waterways. It is capable of carrying 2, 280 tons of vehicles, including 26 M-1 Abrams tanks, containers or general cargo.

U.S. NAVY PHOTO BY PHOTOGRAPHER'S MATE 2ND CLASS DANIEL J. MCCLAIN (RELEASED) US NAVY PUBLIC DOMAIN

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or mail your submissions to

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

PUBLICATION DEADLINES

Issue	Submission	Release
Spring	March 20	April 15
Summer*	June 01	July 01
Fall	Oct 20	Nov 15
Winter	Jan 20	Feb 15

*May change based upon CAMM Annual Meeting



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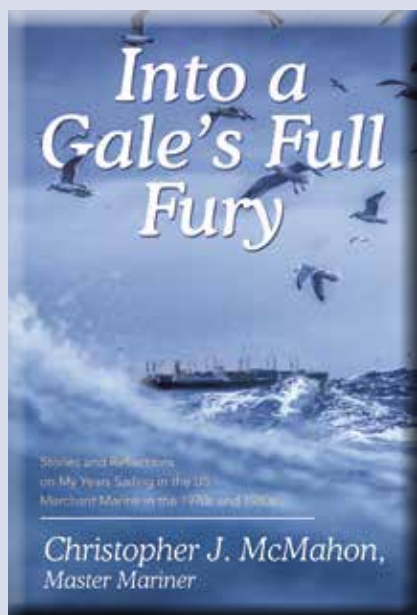
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NOTICE The articles in this magazine are entirely those of the writer, and do not necessarily reflect the views of CAMM nor its Board of Governors. CAMM is an independent professional organization and is not affiliated with nor endorses any union or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

Available from Amazon,
Barnes and Noble and most
book stores in both hard
and soft cover



Since humans first traded upon the sea, seafaring has been a lonely and dangerous business, sometimes fraught with such diverse challenges as unhinged crew members, unsafe ships, power-crazed captains, and a violent ocean. This was true in the 20th century as well.

In a fascinating narrative, seasoned master mariner Christopher McMahon offers true depictions of life aboard some of the more than twenty merchant ships he sailed on that were engaged in worldwide trade during the 1970s and 1980s. With candid detail, McMahon paints a vivid picture of life at sea while sharing tales about the ships and crews supporting the growth of a global economy. His stories, sometimes shocking but always entertaining, reflect the reality of seafaring in decades past while also pointing to the magic and mystery of the sea and to the enchantment that has always drawn humans to sailing the oceans of the world.

Throughout his accounts, McMahon shines an important light on the critical role the merchant marine plays in the strategic and economic health of America.

Into a Gale's Full Fury shares a glimpse into life at sea on merchant ships in the later part of the 20th century with tales of raging storms, bizarre captains and crews, piracy, and the magic of the sea.

Christopher McMahon is a master mariner of steam, motor, and sailing vessels.

He sailed on merchant ships engaged in worldwide trade. He is a graduate of the United States Merchant Marine Academy at Kings Point and served there as a professor, sailing master and deputy superintendent. He is also a rear admiral (upper half), USMS and was appointed in this capacity as a senior executive in several positions at the U.S. Department of Transportation, Maritime Administration and Naval War College. He has graduate degrees from several colleges and is an ordained Unitarian Universalist minister.

New Members and Changed Membership Status

Welcome Aboard New Members!

3598-RU *Captain John Robert Taylor*

Currently Operating Windchime Cruises, Oceanside, CA
17 Years with APL – Master President FD Roosevelt
Sponsored by Captain Tuuli Messer-Bookman #3293
Resides Vista CA

3600-RU *Travis Chase Reigut*

Master AET Innovator, American Eagle Tankers
Sponsored by Captain Gussie Roth # 3116
Resides in Spring, TX

3601-R *Bryan Boldemann*

Columbia River Bar Pilot
Master MV Overseas Chinook
Resides Vancouver, WA



THIS VESSEL IS FOUNDERING - REPLICA OF THE HMS BOUNTY WHICH SANK OFF THE COAST OF NORTH CAROLINA DURING A HURRICANE 30 OCTOBER 2012
(PHOTO USCG - PUBLIC DOMAIN)

Floundering

Vessels (and others) are often said to “flounder” when in distress, a usage which is incorrect on the part of the vessel and the fish and always brings chuckles to the maritime cognoscenti or the merely literate. Flounders are any of two families of fishes, the right-eyed Pleuronectidae and the left-eyed Bothidae, of a large subclass made of many species of flat bottom-dwellers. It is equally hard to imagine a vessel in the act of floundering unless fishing for them.

Captain John A.C. Cartner

Letters to the Editor

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



Captain
Joe Hartnett,
President #2193-RP

CAMM: Planning 2025 Conference - Save the Dates!

Save the dates! We will be headed to Florida for the 2025 Professional Development Conference (PDC) and Annual General Meeting (AGM) on April 30th -May 2nd. Please join us at the American Maritime Officers

(AMO) facility in Dania. The AMO union has sponsored CAMM events in the past and have been offering their facility and support for our 2025 event. Registration forms are available in this edition of *Sidelights*. Our event will take place immediately following the Apostleship of the Sea conference, this will allow members of both organizations to attend each event.

Volunteers are always welcome and encouraged to assist with the planning and implementation of our annual PDC/AGM. Please reach out to me if you would like to assist CAMM in making this a memorable event. Sponsorships are also a vital component of our event; we offer many opportunities to sponsor. Ask your company to sponsor your attendance, you can bring corporate swag to distribute to other CAMM members. If you cannot attend, ask your company to select an opportunity to sponsor the event.

Our Professional Development Conference has always provided excellent speakers to share their knowledge and experience with our attendees. Our members represent all aspects of the maritime industry, and we encourage them to attend our conferences and offer to speak at the event.

This year we are considering an abbreviated version of our Annual General Meeting. We are planning to conduct our meeting over the course of the morning session in lieu of an all-day session. If necessary, we will continue our meeting into the early afternoon to conclude our business. We will conduct as much AGM business as possible prior to the event and consider adopting this practice if successful.

On another note, our freedom of the seas has been challenged which directly affects vessel operations and the global

economy. I have been monitoring the worldwide assaults on innocent vessels and seafarers in the Red Sea and Gulf of Aden. CAMM condemns the illegal actions of the Houthi rebels and calls on shipowners and vessel operators to take whatever actions are necessary to protect the lives of innocent seafarers. As a member of the IFSMA Executive Council, I receive IMO Maritime Safety Reports which details recent events and current IMO resolutions regarding unprovoked attacks. IMO expressed thanks to the participating naval forces for their efforts to protect innocent vessels transiting the area.

We should all take a moment to remember the innocent multi-national crew of the *Galaxy Leader* which has been held captive near the Port of Hodeidah, Yemen for over 12 months. Hopefully, they will all return to their families soon.

Wishing all CAMM members and their families a Happy Holiday and Prosperous New Year!

Stay well, be safe

Joe Hartnett



THANK YOU 2025 Conference Sponsors

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MASTER MARINERS



CONTRIBUTORS

Admiral Mark Buzby
Captain Nathaniel Lammers
Captain Andrew Trandaflou
Captain Kurt Yost

Help support the conference!
Conference Registration form is on page 23.
Sponsorship form is on page 24.

Happy Holidays and Happy New Year!



*Captain
Augusta Roth
CAMM National
Secretary-Treasurer
#3116-U*

2024 has been a positive year. Lots of members are re-engaging in the maritime industry. It is a fast-paced time with lots of changes to maritime rules and regulations. It is a great time and opportunity for our CAMM members to get involved at the local, state, national, AND international levels. For those that are unaware, the maritime industry nationally and globally has a shortage of experts. This means experts may crawl out from somewhere without having mariners' best interest at heart. CAMM needs to be vigilant and in-front of the fast-paced changes. One way to stay connected is by visiting USCG.mil and clicking on Mariner tab and selecting National Maritime Center (https://www.dco.uscg.mil/national_maritime_center/).

The information on this page not only guides mariners on updates, but also list the Federal Advisory Committees (FACA) to the United States Coast Guard. It is vital our CAMM members represent the mariners when the FACA committees are meeting in their area to give the policy makers a full view and understanding of how changes will impact the maritime industry. Currently, the USCG and MARAD are working on gap closing for the STCW. Once they find the gaps, the inconsistencies and discrepancies to best current practices will be presented to IMO-HTW in 2025. All of this input will be then considered during the 2030 STCW "overhauling". There is a lot of information out there, you just have to look for it.

Another great advancement is the delivery of the NEW National Security Multi-Mission Vessels being delivered! This program was initiated (after years of prodding) during the previous Trump administration. SUNY and MASS Maritime have received their new builds and MAINE and TEXAS will be rolling out over the next couple of years. This federal contribution is a great example of the federal government putting forth efforts to shore up the shortage of maritime professionals in our nation's maritime industry. It is now our responsibilities to keep the momentum going by staying involved. If you wish to have more information on the new builds, visit MARAD's website at: <https://www.maritime.dot.gov/national-security/>

[nsmv-%E2%80%93national-security-multi-mission-vessels](https://www.maritime.dot.gov/national-security-multi-mission-vessels).

Now for the Secretary/Treasurer's update. We are stabilizing and growing. 2024 allowed CAMM to make several impacts from supporting the maritime academies to engaging with elected officials at the Sail-In in Washington, DC. We are gaining momentum in new applications, but we need more support from the local chapters to get local mariners connected to local and state activities which increase maritime visibility. The State and Federal Maritime Academies always welcome mentors and donations. Please consider partnering up with your local maritime training facilities to improve our CAMM network.

As we move into the new year, I can strongly state



National Security Multi-Mission Vessel

it will be another productive and impactful year in the maritime world. CAMM is strengthening and becoming a stronger advisory to our national administration.

Let's add in more local ports and waterways in 2025! If your local chapter is looking for support in connecting with the local maritime community, please feel free to reach out to me (or other local chapters) for ideas that are helpful to other local chapters.

Unfortunately, a few local chapters are inactive but can easily be re-activated with little motivation. On the brighter side, we are re-activating a long dormant Hampton Roads Chapter! As usual, the maritime community continuously morphs from one strength to another. The best part - the economy and society would not exist without us mariners! Have a wonderful winter, pay 2025 dues online at mastermariner.org under membership or mail me a check to CAMM 3502 Prairie Dr. Dickinson, TX 77539. Never hesitate to call me if you have any questions.

Best Regards,

Augusta D. Roth

Captain Augusta Roth

Mariner Health & Wellbeing: Evolving Maritime Threats & The True Costs to Shipping and Merchant Mariners

Presentation to the U.S. Maritime Administration's 9th Annual Company Security Officer (CSO) Meeting December 12, 2024



by Father
Sinclair Oubre
CAMM Chaplain
#3220-A

At the October Nautical Institute Joint US Conference at Texas A&M Maritime Academy, Captain Deirdre

Lane, Harbor Master at Dunmore East, Ireland stressed in her presentation that merchant mariners, by their very nature, are "flexible."

She noted, "Mariners are incredibly flexible, we learn and develop all the time, but our flexibility is also our vulnerability."

She then made the following points, that merchant mariners:

- Adapt their basic skill sets to whatever technology is available at the time
- Mariners learn and develop all the time
- Mariners excel at intuitive skills
- New bridge equipment is introduced without appropriate training
- The onus is on the bridge watchkeeper to read the manufacturer's instructions and learn it on his or her own time
- By being so flexible merchant mariners learn from each other
- This results in bad practice and incomplete knowledge
- Conclusion: The merchant mariner's flexibility is also his or her vulnerability

On Tuesday, November 26, 2024, The Nautical Institute hosted a semi-

nar on enclosed space accidents. One of the speakers related the death of two inspectors who died while inspecting an empty cargo tank while the tanker was engaged in cargo operations.

Because the chief mate and the deck crew were engaged in cargo operations, when the inspectors had completed their inspection of a ballast tank, they shifted to their second objective, the cargo tank. When they climbed to the bottom of the tank, they were overcome by hydrogen sulfide gas.

A number of minutes passed before the surveyors were discovered lying on the bottom of the tank, and it took about 30 minutes before the men were extracted and CPR was initiated. One surveyor died on the way to the hospital, and the second died the following day from a head injury.

The opinion of the panel was that there were deficiencies in the safety management system and its implementation by the crew. More important, though, it was pointed out that the ship's officers and crew should have been engaged in only one procedure at a time. Either they should have been conducting cargo operations, or they should have been assisting in the inspections.

However, I perceive that the facility did not want its dock space occupied while an inspection was taking place, and the charterer or shipowner did not want to suffer the cost of a delay in operations so as to have a mandatory survey. So, what occurred was that the seafarers acted in a very flexible manner to meet conflicting needs, and two surveyors died.

This is not something that only takes place in nations that have poor regulatory

procedures. It occurs today at Beaumont's ExxonMobil Refinery's Coke Dock. Built by Mobil, the dock has a fixed loading arm with very limited movement. This loading arrangement forces the crew to walk the ship along the dock to load each hole.

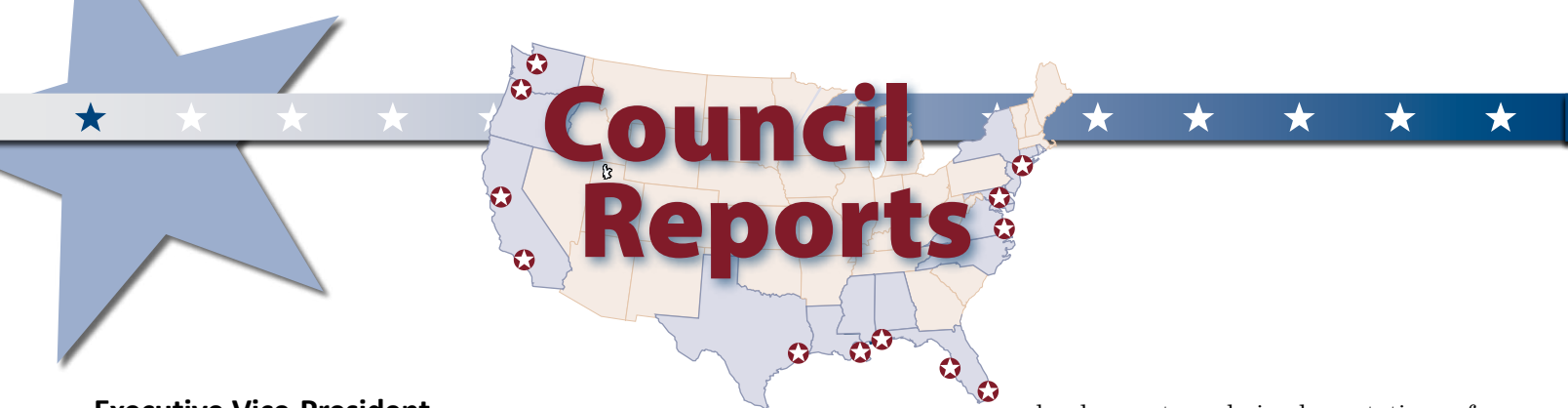
When loading is completed, the crew has blown its work-rest restrictions, but they are still expected to close the hatches, pull in the lines and get the heck out of there so that the dock foreman can shift to other tasks at the refinery, or another vessel can tie up.

In one case, after the Sabine Pilot boarded the vessel, he found the crew so fatigued that he refused to take her out, and instead, directed her to an anchorage where the crew could get a few hours of rest. If he had not have dug-in his heels and refused to sail the ship, the crew would have been forced to manifest "flexibility" in their work-rest policy so that the ship's operations would not be impeded.

In 2013, Steamship Mutual issued the training video Groundings - Shallow Waters, Deep Trouble which describes the grounding of the MV *Fedra* off Gibraltar. Though there were numerous factors that contributed to this grounding, one of the primary reasons was the owner's instructions to the master not to take lines from nearby tugs as the ship dragged anchor in an easterly gale. The master complied with the company's orders.

One tug was able to pass two lines to the *Fedra*, the first was passed to the stern, but parted when the tug applied additional power to stop the ship moving toward the shore.

When the company's tug arrived, the first tug had secured a line to the



Council Reports

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No report.

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No report.

International Relations VP

Captain Joe Hartnett #2193-RP
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I have been serving as the CAMM representative on the IFSMA Executive Council. I participated in the most recent Executive Council meeting remotely. The meeting was held in Oslo, Norway on December 11, 2024. IFSMA has been participating in IMO Safety Committee meetings adopting resolutions on the Security issues for innocent mariners in the Red Sea and Gulf of Aden. The committee condemned the illegal and unjustifiable attacks by the Houthis on commercial ships and mariners. The committee also demanded the immediate release of the MV Galaxy Leader and its crew which have been held hostage since November 2023.

The Executive Council discussed the criminalization of seafarers and noted that 63% of officers imprisoned are ship Master's. Most of the criminalization events occurred in Asia and most of the vessels involved were tankers. Since 1989, there were over 20 seafarer criminalization events in 2023 and over 15 in 2024.

The next IFSMA Biennial General Assembly will be held in the Faroe Islands in August 2025.

Positions VP

Captain Frank Zabrocky, #1964-RU
captzabrocky@mastermariner.org

No report.

Media VP

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

No report.

Membership VP

Captain Aaron Abraski, #
captarabski@mastermariner.org

As we advance into the new quarter, I am pleased to provide an update on the status of our membership. This period has been marked by notable activity in membership transitions, a positive influx of new members, and focused efforts on strategic engagement and recruitment. Maintaining a robust and active membership is critical to the Council's mission, and the recent trends and efforts demonstrate our collective commitment to fostering a strong professional community.

Membership Status Changes and Processing

Over the past few months, we have processed numerous changes in membership status, reflecting the professional progression of our members. I encourage all members to keep their information up to date and to reach out if assistance is needed. Efficient processing of these changes is essential for maintaining accurate records and ensuring smooth communication within our organization. Many thanks to Captain Gussie Roth for her hard work and meticulous organization in managing these transitions; her efforts ensure that we continue to operate seamlessly and that every member feels supported.

Encouraging Participation in the Membership Committee

To further strengthen our efforts in building a dynamic and engaged membership base, I urge more members to consider joining the Membership Committee. This committee is integral to our growth strategy, focusing on the

development and implementation of membership initiatives, retention strategies, and engagement plans. Your technical expertise and industry insights are invaluable in crafting effective approaches that resonate with current and prospective members. Those interested in contributing to this vital aspect of our Council are encouraged to reach out for more details on how to get involved.

Increase in Membership from the American Maritime Officers (AMO)

We have observed an increase in membership from the American Maritime Officers (AMO), reflecting the value proposition that our Council offers to maritime professionals. This uptick is an encouraging sign that our outreach and engagement efforts are yielding results. I welcome our new AMO members and encourage all members to leverage their connections within their respective unions and professional networks to continue this positive trend. Sharing the tangible benefits of Council membership—such as professional development, advocacy, and peer support—remains a key driver for growth.

Targeting College Alumni for Cadet Member Recruitment

In line with our strategic objectives to cultivate the next generation of maritime leaders, I strongly encourage our members to engage with their alma maters and maritime academies to promote cadet membership. Targeting cadets in their junior or senior years is a critical initiative that helps bridge the gap between academic preparation and professional integration. By fostering early engagement, we provide cadets with access to our extensive network, mentorship opportunities, and professional resources that are invaluable as they transition into their maritime careers.

Strategic Call to Action:

Recruitment of New Members

The importance of proactive recruitment efforts by all members is crucial to our remaining a viable organization within the Maritime Industry. The technical and operational expertise that exists within our ranks is a compelling reason for new members to join. I urge each of you to identify potential candidates within your professional circles—whether they are colleagues, shipmates, or peers in the maritime industry—and advocate for the benefits of joining the Council. Our collective strength is amplified through diversity and a broad representation of experiences and perspectives.

Support and Engagement

As your Vice President of Membership, my role is to support you in these endeavors and to facilitate a seamless membership experience. I am here to address any questions, provide guidance, and assist with any membership-related needs. Please do not hesitate to contact me if there is anything I can do to help you or if you have ideas on how we can further enhance our membership initiatives.

Thank you for your continued support and commitment to the Council of American Master Mariners. Let's continue to collaborate effectively, recruit strategically, and advance our shared goals within the maritime sector.

Events VP

VACANT - This could be you

Contact capthartnett@mastermariner.org

No report.

New York Metro Report

Captain George Sandberg, #1919-RU

Chapter President

For meeting information contact
Captain George Sandberg: captsandberg@mastermariner.org

Continued next page >>>

Cadet Update



The Houston Chapter held a Meet and Greet for cadets and any interested mariners to increase membership in Galveston, on December 3, 2024.

The Cadets at the Texas A&M Maritime are raising funds to provide scholarships to cadets holding CAMM TMA Cadet Chapter Officer Positions and attending the CAMM National Conferences. They are hosting their first annual Paintball Competition at Glory Paintball in League City, TX on March 6 1600-2000. The event will double as a networking event for cadets and professionals who will be in attendance. Opportunities to donate or participate as a player. Email Capt. Roth if you are interested in participating as a player. To make a donation, please scan QR code.



CAMM Paintball Fundraiser

February 2025



Sponsorships:

- * **\$2000 - Food Sponsor, Sponsor Sign**
- * **\$1000 or More - 1 Team, Sponsor Sign**
- * **\$500 - Sponsor Sign**
- * **\$100 - Donation**

Registration:

- * **Teams of 5 - \$350 (includes meal)**

Teams will compete in a tournament style event for cash prizes and trophies.

Students and attendees will socialize.

Sponsorships support cadets attending the CAMM National Conference.

Baltimore/Washington Report

Captain Joe Hartnett, #2193-RP

President

Our chapter will participate with local seafarer organizations to sponsor holiday gifts. The gifts will be given to the mariners aboard ships that visit Baltimore during the holiday.

Hampton Roads Report

Captain Patrick Wright, #3311-RU,

Contact

Contact Captain Wright about this re-established chapter.

Port Everglades/Miami Report

Captain Paul Coan, #3021-RU,

Chapter President

Check the Chapter website for up-to-date information.

Tampa Bay Report

Captain Mike Michelson, #3100 RU

Chapter President

Check the Chapter website for up-to-date information.

Mobile Bay Report

Captain Jerome "Rusty" Kilgore,

Chapter President

Check the Chapter website for up-to-date information.

New Orleans Report

CE Horace George, #3223-A,

Chapter Secretary

Unfortunately, New Orleans has become inactive. If you are interested in taking the con of New Orleans Local Chapter, please contact captroth@mastermariner.org.

Houston Report

Captain Michael McCright, #2753-S

Chapter President

Previously, Houston Chapter has been syncing meetings with Nautical Institute. The Texas A&M University Maritime Academy CAMM Cadet Chapter is hoping to set up a meet and greet this fall for both the Houston and

Cadet Chapter. If you are interested in attending or setting up another Houston Chapter meeting where cadets are able to come, please email captroth@mastermariner.org.

Texas A&M Cadet Chapter

Chapter Report

They have actively been meeting twice a week! They are continuously reviewing USCG Examination topics. If you wish to come to 7 for 7 meeting, please email captroth@mastermariner.org. They have also started fundraising for the Annual General Meeting and Professional Development Conference. They are hoping to raise enough funds to send 4-6 cadets. Please see the Cadet Update and sponsorship information on page 11.

Los Angeles/Long Beach Report

Captain Michael Jessner, #3396-RU

Chapter President

Check the Chapter website for up-to-date information.

San Francisco Bay Area Report

Captain Nicholas Lewis # 3034 RU

Chapter President

Check the Chapter website for up-to-date information.

Columbia River Report

Captain Bill Good, #1924-RU

Chapter Secretary

We currently meet second Friday of every month September through May. Please see the Chapter web page for the latest information. Meetings are held at the Cove Restaurant, 5731 SE Columbia Way, Vancouver WA 98661. Contact Captain Bill Good at 360-835-8129 for meeting details.

Seattle PNW Report

Captain Doug Subcleff, #2329-RU

Chapter Secretary

The Seattle Chapter continues to hold meetings the second Thursday of every month at the Seattle Yacht Club. At least the members typically show up at each

meeting. Members are brought up to date on the latest maritime news nationally and internationally with a report from Vice-President Captain Chuck Lund. This often prompts discussion among members or triggers a pertinent sea-story. CAMM's efforts nationally to better advance the cause of CAMM and the U.S. Merchant Marine are shared with reports from National Executive VP Captain RJ Klein.

At the September luncheon, the Chapter's guest speaker was Captain Al Bruce of the Chief Seattle Council, Sea Scouts. Sea Scouts is a youth maritime training program, and affiliated with the Boy Scouts of America. The crew on the Seattle based SSS Propeller typically ranges from 12 – 20 Scouts, male and female, ages 14 to 21. They currently have 14 youth members.

Captain Al Bruce received his Coast Guard Captains license shortly after turning 18 in 1963. He was a Captain for Holland America for 27 years and has been involved with the Sea Scouts for nearly 60 years. Two Sea Scouts attended our lunch and Captain Bruce's presentation included photos of the SSS Propeller and Sea Scouts adventures that can be viewed at www.sss-propeller.org. The Propeller can carry a maximum of 41 passengers and is available for Lake Washington or Puget Sound charters. A three hour lake or locks cruise cost ~ \$450 with a USCG licensed Captain and crewed by Sea Scout.

A WIN - WIN at CAMM Seattle's Recognition Day luncheon in November. Captain R.J. Klein presented a check to Puget Sound Maritime's Roger Ottenbach for the Youth Maritime Training Association (YMTA). Ottenbach and Captain Deborah Dempsey then honored Captain RJ Klein as CAMM Seattle's 2024 Maritime Person of the Year. In his acceptance speech, Captain Klein expressed his appreciation to all the golfers, volunteers, and sponsors from the maritime industry who have contributed to the success of the event. Over the last 16 years, the Bob Magee Memorial Golf tournament has raised over \$130,000 for



Captain Don Rose (left) and Captain Wade Bauck of the Vancouver Branch of the Canadian Master Mariners.

PHOTO BY CAPTAIN DOUG SUBCLEFF



Captain Debrah Dempsy and Roger Ottenbach present Captain RJ Klein with a plaque honoring him as CAMM Seattle's 2024 Maritime Person of the Year.

PHOTO BY CAPTAIN DOUG SUBCLEFF

Bottom right: Captain Klein presents a check of \$7,000 to Roger Ottenbach of YMTA

PHOTO BY CAPTAIN DOUG SUBCLEFF

YMTA. The event has been a good way for the Seattle Chapter to fulfill CAMM's mission statement of being "...committed to the promotion of nautical education, the improvement of training standards..."

We were honored that Virginia V Chief Engineer Connie Buhl was able to attend the luncheon along with special guests, Captain Don Rose and Captain Wade Bauck of the Vancouver Branch of the Canadian Master Mariners. Their presence was the catalyst to a discussion

regarding our two organizations which have similar missions and challenges.

The Canadian Master Mariners: a national, not-for-profit association representing command-qualified master mariners, like-minded seafarers, industry members, and cadets across the country. They have six Divisions across Canada: Vancouver Island, Vancouver, Great Lakes, Laurentian, Maritimes, Newfoundland & Labrador.



CASH

Raffle

FOR ANYONE AND EVERYONE!

1ST PRIZE - \$800
2ND PRIZE - \$500 **3RD PRIZE - \$200**

Sell to friends, family, colleagues, and more!

\$3⁰⁰ each or a book of 10 for \$25⁰⁰

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

Winner drawn at the 2025 AGM - Dania, FL Return ticket stub(s) with check payable to: CAMM
 3502 Prairie Dr., Dickinson, TX 77539-9316

Proceeds help CAMM carry out its mission statement.

CROSSED THE FINAL BAR

CAPTAIN RICHARD ANDREWS

Captain Richard “Dick” Andrews passed away on the 27th of September 2024. He died peacefully in his sleep at home in Nashville, TN at the age of 93.

Captain Andrews was a graduate of USMMA class of 1952 and served in the US Navy as a deck officer. After the Navy, he sailed for various shipping companies, including Moore McCormack, and Robin Lines. After retiring as a Panama Canal pilot in 1980, he served as a mooring master for VLCCs and ULCCs in the Gulf of Mexico.

Captain Andrews taught Maritime Safety Rules and Regulations at Hillsborough College and did consulting and professional witness duties for insurance companies in maritime cases. He also taught ship handling courses on simulators in Toledo, OH and Dania, FL.

During his retirement and later years, Captain Andrews enjoyed watching sports on TV, in particular the Tampa Bay Rays, which he watched with his trusty companion Cat by his side. He had a wonderful sense of humor. His knowledge and wisdom of the maritime industry and current events was always interesting and informative.

Captain Andrews was one of the original charter members of our Tampa Bay Chapter. He is survived by his two daughters Jenifer and Elizebeth Andrews. He will be sadly missed by his family and all of our CAMMs members. He has crossed the final bar, calm seas, wind at your back Captain Andrews.



CAPTAIN EDGAR BARR

Captain Edgar Barr passed on August 6, 2023. He graduated from Kings Point. In the 1970s, he sailed with Prudential-Grace Lines as a Third Mate aboard the S/S Santa Magdalena. When the company transferred the fleet of “M-Ships” to the west coast to begin a successful “combo operation” of carrying both passengers and cargo to/from the US West Coast and Mexico, Central and South America, the M-ships ran “full & down” (meaning all holds full of cargo and all staterooms full with up to 100 passengers) for over a decade of profitable service on the west coast (1972-1982). Eventually he became Captain.

When he retired, he settled near Tampa Bay, FL. He served as one of the Vice President for CAMM. He was awarded “Life Membership” status with CAMM in 2017.

CAPTAIN/DOCTOR JOHN A. C. CARTNER, RU-2574

Captain/Doctor John A. C. Cartner, a dedicated advocate of the maritime industry, passed away from heart failure on January 3, 2024. Born on November 6, 1947, he leaves behind a legacy that impacted the maritime community.

Captain Cartner graduated from the U.S. Merchant Marine Academy in 1969 and began sailing as a third officer on ammunition ships and tankers in the Viet Nam war zone. He continued sailing, raising his license level and attending graduate school while off the ships. Captain/Doctor Cartner earned a Ph. D in Quantitative Methods and passed his exam for unlimited Masters in 1975. He was appointed to his first command, a tanker, in 1976.

A Council of American Master Mariner member since 1983, Captain Cartner was a frequent writer/contributor for *Sidelights* Magazine and a featured speaker/presenter at CAMM's AGM/PDC events. He was also a regular contributor and commentator on Maritime TV, a regular columnist for *Lloyds List*, and *Piracy Daily*. He is the author of two books - *International Law of the Shipmaster* and a subsequent publication, *Cartner on the International Law of the Shipmaster On the New Command at Sea*.

Captain Cartner was awarded the Academy's Outstanding Achievement Award from Kings Point Alumni in 1984 and was honored again by having a classroom named after him in 1998. In 2016 he received CAMM's highest award, the Lalonde “Spirit of the Seas” Award. In 2020 Captain Cartner received the Daniel P. Meehan '51 Humanitarian Award from the Kings Point Alumni. This award was given for his pro bono public efforts toward a real and recurring maritime humanitarian problem - the criminalization of shipmasters. These are masters caught in a web of inapposite terrine laws and often denied due process of law. This can happen in lesser developed states as well as in partially or fully industrialized states. His work was parallel and supportive of the institutional work of seafarers' rights organizations worldwide. As an experienced master, Captain Cartner believed that commanders worldwide deserve better.

In addition to his degree from the Merchant Marine Academy, Captain/Doctor Cartner has earned additional degrees as follows: University of Georgia Graduate School (M.Sc., thesis with distinction), Ph.D., Quantitative Methods, (dissertation with distinction), MBA. Financial Management Society of the Sigma Xi; Georgia State University Robinson School of Management. Also, Law Studies at: University of Maryland Thurgood Marshall School of Law, J.D., 1996, by conversion and Thomas Jefferson School of Law Diamond Program in International Law and Tax, LL.M., magna cum laude, with thesis, 2008.



Captain Cartner was member of the District of Columbia Bar Association and the Law Society of England and Wales and was designated a Proctor in Admiralty by the Maritime Law Association of the United States. He was a fellow of the Society of Naval Architects and Marine Engineers (US), the Royal Institution of Naval Architects (UK) and the Institute of Marine Engineering, Science and Technology (UK) and a Chartered Engineer in naval architecture (UK).

Captain Cartner was a member of the Canadian, South African and Australian-New Zealand maritime law associations. He served various courts as an expert in maritime matters and has published various learned articles in law and engineering journals.

Captain Cartner was a member of the New York Yacht Club and the Cosmos Club of Washington, DC, a director of the Friends of the North Carolina Maritime Museum in Beaufort, N.C. and the founder of The Beaufort Coalition for the Arts. Captain Cartner found pleasure in sailing Cape Cod catboats and loved ancient Greek literature. He was an active member of St. Paul's Church in Beaufort. Captain Cartner last served as the Managing Partner at the law firm of Cartner & Fiske, LLC. Headquartered in Washington, DC they specialized in United States and English and Commonwealth law, while concentrating on matters of piracy, mutiny and barratry.

Captain Cartner was married with four adult children and lived in Beaufort, NC and commuted from his home in Beaufort, NC. Throughout his life Captain/Doctor Cartner shared his insights and knowledge generously. A member of Mensa, he was a true Renaissance Man.

CHIEF ENGINEER HORACE GEORGE, AR-3292

Chief Engineer Horace George passed away on August 5, 2024, at the age of 84 in Metairie, LA. His family recalled the profound impact Chief George had on those he encountered along his journey. Though he has slipped beyond the veil of mortality, his essence lingers as a reminder of the beauty and complexity of the human experience.

A proud member of the Council of American Master Mariners since 2007, Chief George served at the Secretary Treasurer of the New Orleans Chapter. He was well respected in CAMM and was instrumental in the planning and execution of the 2015 AGM in New Orleans.

Chief George was predeceased by his parents, Horace C. George Jr. and Elizabeth Martin George; and his son Joseph G. George. He is survived by his wife Traute George; his daughter-in-law Nauthikoin George; and his sister Carolyn Jordan (Carl Jordan). He is also survived by many nieces, nephews and cousins.



CAPTAIN ROGER L. HOFFMAN, RU-2751

Captain Roger L. Hoffman was born on November 13, 1953, to Richard and Mary Louise Hoffman. His final departure was on November 26th, 2023, as the winds of time carried him beyond the horizon, Captain Hoffman's legacy remains eternally tethered to the seas he sailed.

Graduating from the United States Merchant Marine Academy at Kings Point in 1976, Captain Hoffman embarked on a distinguished career as a merchant mariner, working for Waterman Steamship Corporation as part of the Military Sealift Command. For the last 20 years of his career, he served as the revered Captain of the USNS SS Sgt. Matej Kocak, leaving an indelible mark on those who sailed under his command. His leadership at sea was a beacon, guiding those under his command with unwavering strength, kindness, and wisdom.

Captain Hoffman was a proud member of the International Organization of Masters, Mates, and Pilots and a member of CAMM since 1996. He embodied the spirit of tradition and transformation. He traveled the world, inspiring a sense of wanderlust in his daughters who will forever cherish the tradition of bringing home currency from all countries traveled. He retired at the end of 2010, leaving behind a legacy of excellence and dedication to his craft built upon camaraderie and professionalism.

Captain Hoffman found his great pride in being the father and grandfather to his beloved daughters and granddaughter. He was affectionately known as Cappie by his granddaughter Veronica Liogier-Weyback. He is survived by his daughters Katie Liogier-Weyback, with husband Rick Liogier-Weyback, Kerri Hoffman of Manly, Australia, and granddaughter daughter Veronica of Wellington, FL.

In the wake of his passing, Captain Hoffman is survived by his five siblings: Rick Hoffman (Gail), Janice Watts (Pat), Katherine McKinnell (Tom), Robert Hoffman (Mary Allison), and Dr. Jeannie Hoffman (Peter Moorehouse). His loss is felt deeply by a host of nieces, nephews, cousins, and friends, all of whom were touched by the warmth, wisdom, and camaraderie he brought to their lives.

Veronica, Katie, Rick, and Kerri express their deepest gratitude, saying, "Your unwavering love, exemplary guidance, and the profound impact you had on our lives make us endlessly grateful. You were not just a father, role model, and grandfather - you were the absolute best we could have ever wished for. Thank you for being our source of strength, wisdom, and endless love." The family also extend their gratitude to Captain Hoffman's very best friend, Jamie Wilson, his closest confidant, for the steadfast friendship and continuous support throughout the years.

May his legacy, like a ship navigating the boundless oceans, continue to inspire those who follow. Fair winds and following seas, Captain Hoffman, as you sail into eternity.



CAPTAIN SAUNDERS A. JONES, RU-1891

Captain Saunders “Sandy” Jones peacefully left this world on October 7, 2023. Born 26 January 1947, he was a 1968 graduate of New York Maritime Academy (SUNY).

Captain Sanders sailed with U. S. Lines, where he became Master in 1976 after 11 years as master. After joining CAMM in 1981, he came ashore in 1988, as Fleet Manager. In 1989, he became Director of Fleet Management for American President Lines. Captain Sanders continued in the maritime industry until his retirement in 2015. His last employment was with Alaris Companies, a woman owned small business specializing in marine crewing and staffing, and marine engineering consulting including shipboard energy management.

With a career spanning over four decades in the US Merchant Marine, Captain Saunders made an indelible impact as a mentor, advocate, and industry innovator. His absence is keenly felt, and Sandy is deeply missed by friends and family.



CAPTAIN KERRY C. O'BRIAN, RU-3292

Captain Kerry Campbell O'Brien passed away on November 10, 2024. He is survived by his beloved wife, Aniana O'Brien, and his children, Daniel, Kathleen, Conor, and Sean. Born in Chehalis, WA, on February 18, 1942, and a proud alumnus of Polytechnic High School, Class of 1959.

Captain O'Brien dedicated his life to his fellow veterans and retired from the U.S. Navy as a Chief Warrant Officer in 2002. After retiring from the Navy, he sailed in the U.S. Merchant Marine, obtaining an unlimited Master license and a Master of Sailing Vessels upon Oceans. A member of the International Organization of Masters, Mates & Pilots, he served aboard a wide range of vessels. Ashore, he was a skilled craftsman, following in his father's footsteps as a carpenter, sail maker, and rigger. He taught in the Carpenter Apprentice Program and retired from the United Brotherhood of Carpenters & Joiners in 1998.

A lifelong Freemason, Captain O'Brien was a tireless advocate for veterans, volunteering at the California Veterans' Home and the San Francisco VA Medical Center. He was recognized as a “Home Front Hero” in Sacramento and visited wounded service members at Bethesda Naval Hospital and Walter Reed. Captain O'Brien founded the Pacific Coast Merchant Marine Council of the Navy League and serving as its charter president.



CAPTAIN W. EINAR STROM, RU-1446

Einar W. Strom, of North Lauderdale, FL passed away on November 14, 2022. He was 94. Born March 9, 1928 in Cambridge, MA, he grew up in the suburbs of Boston.

Captain Strom graduated the Massachusetts Maritime Academy in 1949 and began working as a Merchant Seaman. In 1955, he entered active military service with the US Navy during the war, rising to the rank of Lieutenant. After the war, Captain Strom returned to US Merchant Marines and served as Captain with U.S. Lines. He joined the Council of American Master Mariners in 1975 and became a Life Member in 2017. Captain Strom sailed as Master on various cargo ships traveling throughout the world until his retirement.

Captain Strom and his wife Clara (d. 2008) were longtime residents of Imperial Point, Ft Lauderdale, FL. At the time of his death he was living at Meridian at the Waterways assisted living residence.



Liberty Ship, MARAD - Public Domain



AN OLD SAILOR CROSSED THE BAR TODAY

*He was getting a little older, and his hair was falling fast,
And he sat around the Sailor's Bar telling stories of the past.
Of a war that he had fought in, and the deeds that he had done,
In his exploits with his buddies - they were heroes every one.*

*And though sometime to his neighbors, his tales became a joke
All his sailor buddies listened, for they knew whereof he spoke.
But we'll hear his tales no longer, for our shipmate passed away,
And the world is a little poorer, for a sailor died today.*

*He was just a common sailor, and his ranks are growing thin,
But his presence should remind us, we may need his kind again.
For when countries are in conflict, then we find the sailor's part,
Is to clean up all the troubles that others often start.*

*If we cannot give him honor, while he's here to hear the praise,
Then at least let's give him homage at the ending of his days.
Perhaps a simple notice in a paper that would say,
Our country is in mourning, because a sailor passed away.*

Author Unknown

2024 Annual General Meeting



Captain Joe Hartnett was re-elected as CAMM's National President. He attended the AGM via zoom.

On 18 April 2024 in New Orleans the Annual General Meeting was called to order at 0730 by Executive Vice President Captain RJ Klein. President Joe Hartnett was unable to attend in person due to a work-related injury, but he attended and engaged in the meeting through Zoom. The meeting agenda was adopted

and the minutes of the 2023 meeting were approved, both by unanimous vote. The Ballot Committee was formed and consisted of Captains Joe Wubbold (Chair), Captain Kenneth Hasskell and Captain Don Moore. They traveled to the post office in New Orleans to collect the ballots per established procedures.

Captain Hartnett delivered the President's address and the State of CAMM. He stated that this year CAMM took a new approach with the AGM/PDC, coordinating with the Apostles of the Sea, and the American Merchant Marine Veterans Association (AMMV). Captain Hartnett informed the membership about CAMM's involvement in the annual Sail In to Congress. It is important that the Maritime Industry continue to advocate for a strong U.S. Merchant Marine by meeting congressional members at the Capital. The Sail-In, now in its 14th year, is an excellent venue for educating members of congress about the importance of the U.S. Merchant Marine and the need to maintain programs that support our industry.

CAMM needs to improve their social media presence. This will take time and volunteers. We are working to make CAMM more prominent nationally and present more Merchant Marine plaques to supportive members of congress for display in their offices.

Captain Hartnett was nominated to

the Executive Council of IFSMA which gives CAMM a direct link to the IMO. He has since been confirmed to the IFSMA Executive Council and will attend their quarterly meetings electronically.

Secretary/Treasury: Captain Gussie Roth

Captain Gussie Roth delivered the annual Treasurer's report detailing the state of CAMM's finances. The slight dues increase initiated in 2023 has helped stabilize the budget as CAMM returns to normal operations after the CAVID hiatus. Anyone interested in a detailed report of CAMM finances should contact Captain Roth at: Captroth@mastermariner.org

Membership Captain Aaron Arbski

With the recent passing of Membership VP, Captain George Zeluff, Captain Aaron Arbski was appointed and accepted the position. He has stepped into the breach with enthusiasm (see his report on pg. 12). Since our last AGM, we have added 12 new Regular or Special members, three changes of status and 23 associates, mostly Texas A&M Maritime Cadets. We are looking to see if we can motivate more maritime students to become CAMM members as they are our future. When you have an opportunity to recruit cadets keep in mind that there need not be a chapter at their academy to be a CAMM member.

National Vice-President: Captain RJ Klein

Captain RJ Klein reported on a productive Sail In. Additionally, CAMM had been contacted by Senator Kelly's (D AZ) staff asking for input on how to help revitalize the U.S. Merchant Marine. Captain Klein and CAMM member Will Watson were able to meet in person with two of his staff members, Joe Russell and Rachel Miller. Senator Kelly is a former astronaut and a graduate of the U.S. Merchant Marine Academy. Recently Senator Kelly along with Senator Todd Young



The MV Dali struck the Francis Scott Key Bridge in Baltimore involved with helping the port deal with the incident.



Members engaged at the AGM.

(R IN), Congressman John Garamendi (D CA) and congressman Trent Kelly (R MS) have co-sponsored the SHIPS for America Act. This bill will be highlighted in the next issue of *Sidelights*.

Chapter Reports

Chapter representatives reported on the latest maritime events in their area and the state of their Chapter (see In the Council section for recent chapter details).

Captain Jessner, President LA/Long Beach: We are recruiting members in LA, through the pilot services



re March 26, 2024. Members of CAMM's Baltimore were
PHOTO: BY DAVE ADAMS, US ARMY, CORPS OF ENGINEERS, PUBLIC DOMAIN)



PHOTO BY ALEXIA RETALLACK

and other maritime groups to entice them to join CAMM. Constant question is "what is in it for us?" The Chapter put out a wreath for Maritime Day.

Captain Mike McCright, President Houston: Active student chapter at Texas Maritime and we also hold joint meetings with the Maritime Institute in Houston.

Captain Don Moore, Treasurer Seattle: Very active chapter with good people. Chapter meets the 2nd Thursday of every month at the Seattle Yacht Club. Average attendance is 10-15 with more at the February and October meetings.

In February we honor the spouses and female merchant mariners and at the October meeting we honor a Puget Sound Maritime Person of the Year. Additionally, we sponsor an annual charity golf tournament to raises money for the Youth Maritime Training Association (YMTA). To date THE Seattle Chapter has awarded over \$125,000 to YMTA.

Captain Aaron Arabski, VP Washington DC, and Baltimore: Currently there is not set day for Chapter meetings. Members are being notified via email where and when meetings will be held. The Baltimore Chapter has been involved with helping the port deal with the Suni Maritime, Dali Bridge incident. The actions of many of the pilots helped to keep traffic moving as there were still a few places that enabled ships to move to in and out of the port. Chapter members helped create care packages for the mariners who were stuck in the ports due to the incidents at the bridge. Being near the Nation's Capital, the Baltimore Chapter is in a unique position to bring up issues and help raise awareness of the U.S. Merchant Marine with politicians. Members are encouraged to do so whenever they come in contact with congressional members or their staff.

CAMM Positions

Positions VP, Captain Frank Zabrocky, led the discussion for Positions. There was considerable discussion concerning Position 2017-01 – Support Energizing the American Merchant Marine Act. This legislation is no longer active due to a new Congress. However, CAMM proposed to be on record supporting any legislation that benefits the U.S. Merchant Marine. A new position was enacted stating our support for present and future maritime legislation aimed at benefiting our industry. Unfortunately, the details were not



New Membership VP Captain Aaron Arabski presents new member Captain Alaina Basciano with her CAMM Certificate of Membership. Note: Captain Basciano was misidentified in the last issue of Sidelights.



Positions VP, Captain Frank Zabrocky reviews CAMM's Positions during the AGM.

PHOTO BY ALEXIA RETALLACK

electronically saved so a generic version (Position 2024-01) is presently posted on the website. This will be revisited at the 2025 meeting. All other positions were continued and updated as needed. See Positions on our website (<https://mastermariner.org/positions.html>).

2024 CAMM Elections

The Ballot Committee reported on the

Continued page 22 >>>



Left: Captains Paul Hanley (L) of Baltimore, Mike McCright (C) of Houston and Don Moore (R) of Seattle share a moment during a break at the AGM. Right: Secretary/Treasurer Captain Gussie Roth on stage at the closing dinner as Texas Maritime Superintendent RADM Michael Tossum draws the winning ticket for the CAMM Raffle under the watchful eye of Cadet Colton Burtcn.

outcome of the CAMM election. Sixty-four ballots were filled out by the sender and 60 proxies were submitted. The end result was that the entire slate was elected unanimously with a total of 124 votes. The

CAMM officers for the next two years are:

President	Captain Joe Hartnett
Executive VP	Captain RJ Klein
Secretary/Treasurer	Captain Gussie Roth
VP Gov. Liaison	Captain Jeff Cowan
VP International Rel.	Captain Joe Hartnett
VP Positions	Captain Frank Zabrocky
VO Media	Captain RJ Klein
VP Events	Vacant



Old Business

Social Media: CAMM has a Facebook account which is currently monitored by Father Oubre. It can be accessed on the website by clicking on the Facebook logo on the home page. Members wishing to make post on CAMM's Facebook page should contact Father Oubre at sinclair.oubre@stellamarismail.org. We are working on setting up a LinkedIn account for CAMM members.

It was suggested to have an "Ask the Captain" page. This would allow CAMM to answer questions from the public or industry professionals and seek opinions from an experienced Captain. Another suggestion was that CAMM should add a link to resources for women's issues.

Executive VP, Captain RJ Klein and Baltimore Chapter Member Will Watson in the Office of Senator Mark Kelly. They met with Staff members to discuss legislative needs to help the U.S. Merchant Marine. (Photo by Joe Russel, Senator Kelly Staff)

IMO

Will Watson volunteered to investigate IMO code and conventions for fair treatment of Captains and crews by shipowners. CAMM should have a separate due process or have MARAD conduct separate investigations with consistent standards to ensure fair treatment of Captains and crews in incidents such as the bridge in Baltimore or ships being abandoned while the crew is still aboard. We should strive to hold the shipowners accountable.

Strategic Plan

A strategic plan needs to be devel-

oped with the aim to get local chapters more involved with maritime issues. The aim is to help increase membership attendance at meetings while raising the awareness of the Maritime Industry (and CAMM) in the local port communities.

New Business

The location for the next two AGMs was discussed. The 2025 meeting will be on the East Coast.

It has been decided that it will be at the Star Center in Florida – April 30 – May 2. CAMM will again consider going to the Great Lakes area in 2026. 🇺🇸



Registration Form

2025 CAMM AGM/PDC

April 30th - May 2nd

Dania, FL



Name: _____ CAMM Membership No. (if known): _____

Address: _____ City: _____ State: _____ Zip: _____

Best Contact Phone: _____ Alternate Phone: _____

Email address: _____

Name for Name Tag: _____ CAMM Chapter Affiliation: _____

Arrival Date: _____ Departure Date: _____

Name Guest 1: _____ Name Guest 2: _____

Events - Mark the boxes of events you or your guest plan to attend.

	Wednesday	Thursday			Friday		
AGM-PDC at STAR Center in Dania, FL	CAMM Meet & Greet 1730 to 2100 BBQ at the Star Center \$50	Professional Development Conference (PDC) w/ Lunch \$100	Guest Outing Lunch at STAR Center \$70	Evening Social Dinner at GGs' Waterfront \$100	Guest Outing Lunch at STAR Center \$70	Annual General Meeting (AGM) w/ Lunch Members Only \$100	Total
Primary Attendee							
Guest 1							
Guest 2							
Grand Total							

I require special needs and/or assistance (please explain - e.g. dietary, ADA, etc.):

Please return this form with check payable to "CAMM" or on-line receipt **no later than April 12, 2025** to:
Captain Augusta Roth, CAMM Conference, 3502 Prairie Drive, Dickinson, TX 77539
OR email registration form with copy of payment receipt to caproth@mastermariner.org
For on-line payment go to: [AGM/PDC Meeting Payment](#) (This is CAMM's meeting Square link)



Council of American Master Mariners 2025 Sponsorships



Professional Development Conference & Annual General Meeting

April 30th -May 2nd in Dania, FL at the STAR Center

Meeting Sponsorships

All Meeting Sponsorships include:

- Includes your company's logo listed on the CAMM Annual Meeting web page and in *Sidelights*, CAMM's magazine, and on all event-related materials
- Acknowledgments made from the lectern during all meetings
- Company logo posted on CAMM website's on the annual meeting web page and in *Sidelights*
- Company logo in all event-related materials

Platinum – \$5,000

- Inclusion of company promotional item or swag in the Welcome Kit
- Six-foot table for promotional display (or stand-up booth display)
- Six (6) Tickets to the Wednesday Night Meet and Greet Dinner Event
- Six (6) Tickets to the Thursday Social Dinner Event

Gold – \$3,000

- Inclusion of company promotional item or swag in the Welcome Kit
- Four (4) Tickets to the Wednesday Night Meet and Greet Dinner Event
- Four (4) Tickets to the Thursday Social Dinner Event

Silver – \$2,000

- Inclusion of company promotional item or swag in the Welcome Kit
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Maritime Industry: Overlooked until Disaster Strikes



Mr. Jeremy Hope, VP IOMM&P, speaks at the 2024 PDC, outlining how the U.S. Merchant Marine is overlooked until a disaster strikes or they are needed to support our troops.

“People seem to learn about our industry when there is a disaster,” said Jeremy Hope, Vice-President for the International Organization of Masters, Mates and Pilots as he addressed members of the Council of American Master Mariners at the 2024 PDC in New Orleans. His opening statement grabbed the attention of his audience with its boldness but not with its truth.

“When the pandemic came along, suddenly everyone was a supply chain expert,” said Mr. Hope. “This was also true when a ship got stuck in the Suez Canal.” Again the world suddenly had an interest in ships and how goods are delivered.

“The U.S. Maritime Industry suffers from a serious lack of ships and mariners to staff them. The industry is short at least 1,800 bodies. If the U.S. needed an extended sea lift operation, we couldn’t do it. We don’t have enough ships or the mariners,” said Hope.

This is not new. During the Gulf War, the United States faced a shortage of

ships and men. Commercial ships, including U.S. and foreign container ships, helped meet the demand for resupply missions. Unfortunately, the US soon learned that in some cases, foreign ships refused to enter combat waters.

While the shortage is worrisome, Mr. Hope also believes it represents an opportunity stating that, “It’s a great opportunity to educate kids about the industry.”

Educating children about the maritime industry could result in more young people becoming mariners.

Good pay is important in efforts to recruit new mariners. One option for increasing their pay would be to adjust the federal tax code and exempt mariners from federal income tax while

they are working aboard ships that travel offshore. This is a usual practice in many maritime nations. The challenge

“The U.S. Maritime Industry suffers from a serious lack of ships and mariners to staff them. The industry is short at least 1,800 bodies. If the U.S. needed an extended sea lift operation, we couldn’t do it. We don’t have enough ships or the mariners.”

would be to get it through Congress.

Another need is to address the fatigue that mariners face, which can be compounded in times of disasters like COVID, when many mariners were

trapped aboard ships. Many mariners were unable to go home at the end of their tour of duty. Some had to remain on their ships for as long as 18 months.

In addition to fatigue, due to reduced crewing, mariners must work more than 8 hours a day, resulting in a 70 hour plus work week. This is detrimental to the health and well-being of the mariners. Technology has allowed mariners to keep in touch with family and improved communications with the office, but it has also increased the paperwork for ship’s masters and officers.

One of the added duties is completing rest hour logs for all crew members as required under STCW and the USCG.

Records of daily hours of rest should be maintained onboard the vessel. Each affected person should receive a copy of the records pertaining to them, which should be endorsed by the master or by a person authorized by the master and by the seafarer. [STCW A-VIII/1.7]

This need to ensure compliance with regulations for rest has led to some “adjustments” of logs after entry which can result in under reporting actual time on duty. Often these are not audited. It should be noted that STCW allows the Master of the ship to suspend rest hours if it’s necessary for the safety of the ship, cargo, or people on board. While the required rest regulations are well intended, they are often not practical to enforce given today’s smaller crews. In closing, Mr. Hope stated, “We must create a safe workplace, not a soft one.”

Jeremy Hope is the Vice President, Gulf Ports and Government contracts at the International Organization of Masters, Mates and Pilots. Previously he served as the MM&P’s Agent for the Pacific Ports. He is a graduate of the US Merchant Marine Academy and served as a licensed deck officer for almost 14 years before coming ashore. He has been a member of CAMM since 2013.

The Pier at Gaza: A Success or Waste of Money?



CAMM Staff Report

Editor's Note: The "Pier at Gaza" was constructed in April 2024 in an effort to deliver needed humanitarian aid to the civilian population of Gaza. It was

politically controversial though the Biden administration has said from the start that the pier was not meant to be a total solution.

The pier was battered by the weather and the distribution of supplies was curtailed by security problems. However, from a maritime and military perspective it was a success. The following is a look at how the pier was constructed and how goods were delivered.

Early Timeline

At his State of the Union address in March of 2024, President Biden announced plans for the U.S. military to build a temporary pier off the coast of Gaza. The intent was to enable large shipments of humanitarian aid to be delivered to Gaza. Those in the Maritime Industry recognize the best way to transport large amounts of cargo is via ship. As a reference, during the Berlin Airlift (June 1948 – Sept. 1949) the allies landed of 250,000 airplanes to deliver 2 million tons of supplies. The same amount of cargo

A truck carries humanitarian aid across the Trident Pier (Gaza floating pier & causeway) for delivery to the residents of the Gaza Strip.

PHOTO: US ARMY CENTRAL/REUTERS

could have been delivered with 140 C-4 cargo ships - or the modern-day equivalent of 45 feeder size container ships.

On 9 March, the US Army Vessel (USAV) Besson, a Logistics Support Vessel (LSV), departed Joint Base Langley-Eustis in Virginia bound for the Eastern Mediterranean. She was followed three days later by four U.S. Army ships (USAV Monterrey, USAV Matamoros, and USAV Wilson Wharf, and the Besson-class USAV SP4 James A. Lou). All the ships were loaded with the parts needed to construct a temporary pier off the Gaza coast. The MV Roy P. Benavidez from the East Coast maritime reserve force also joined to assist in the construction. The U.S. Central Command announced that construction of the pier was to be carried out as part of a U.S. military Joint Logistics Over-the-Shore, or JLOTS.

Weather in the Atlantic delayed the ships arrival into the Mediterranean. On April 17, the construction fleet arrived at the Crete Naval Base. The

base is known for its strategic significance in the Eastern Mediterranean and serves as a crucial hub for U.S., NATO, and Hellenic Navy operations.

The eventual plan called for food and medical supplies to be dispatched to the temporary pier in Gaza from nearby Cyprus after the cargo was inspected to ensure no weaponry was included for Hamas militants to use in their war against Israel. By April 19, the U.N. World Food Program had agreed to aid in the delivery of supplies for Gaza that would use the maritime route after construction was completed. On April 25, the construction of the temporary port began.

Challenges for an Exposed Pier

There are no commercial seaports along the Gaza Strip. There are two major seaports on Israel's Mediterranean Coast, Haifa and Ashdod; both are well to the North of the Gaza strip. There is no safe roadstead along the Gaza Strip which leaves any landing areas exposed to the



seas and wind. Wave heights and sea conditions are determined by three major factors 1) wind strength, 2) amount of time the wind blows, and 3) fetch (the distance over open water that the wind has moved across). A look at the chart of the Mediterranean Sea shows that Israel (and the Gaza Strip) is at the extreme Eastern end of the Mediterranean which leaves over 1,000 miles of fetch for any weather system to gather strength before reaching the Israeli coast.



Above map shows the long fetch across the Southern Mediterranean Sea. There is over 1,000 miles of open water (fetch) from eastern Tunisia to the Israeli Coast.

PHOTO: WWW.FREEWORLDMAPS.NET



The Trident Pier under construction. The US military said the floating pier would be able to handle 150 lorry loads of aid per day once fully operational. The pier is part of the US's Joint Logistics Over the Shore capability

PHOTO: CENTCOM/AFP



The U.S. Navy's Military Sealift Command (U.S. Flagged) container ship, MV Sagamore loaded with aid for Gaza left Cyprus April 9 in a test of a maritime corridor to bring relief into the Gaza strip. The Sagamore left the port of Larnaca after being loaded with aid from Britain, Cyprus and the United States. In the above photo she approaches the pier in Wilhelmshaven, Germany Dec. 18, 2024.

PHOTO: U.S. NAVY PHOTO BY BEN FARONE.

The weather and location of the pier did cause problems during its construction and operation. While the Army often conducts exercises under difficult conditions designed to replicate war,

this was the first time they had set up a pier in actual combat conditions. Adding to the difficulties, no U.S. troops could step ashore. U.S. military personnel were housed and operated from more than 20 ships and platforms which were miles offshore. Personnel had to be provided with food, water, beds, medical care

and communications. Colonel Sam Miller, commander of the project, called the mission the biggest "organizational leadership challenge" he had ever experienced.

Construction, Use, and Removal

Construction began on April 25, and trucks began delivering aid on 16 May. According to PBS News Hour, the temporary pier was assembled like Lego bricks with 40-foot-long interlocking pieces of steel that formed the pier and causeway. The causeway could span a length of

up to 1,800 feet and be two lanes wide.

This two part system included: an off-shore floating dock (roll-on/roll-off discharge facility – RRDF) where large cargo ships can discharge their cargo. The cargo is then loaded onto smaller vessels which are capable of operating in shallow water. The smaller vessels move the cargo to a floating pier (Trident Pier) and causeway which is connected to the shore.

On May 9, the Sagamore left Cypress

Continued page 27 >>>

How the Gaza Floating Pier works

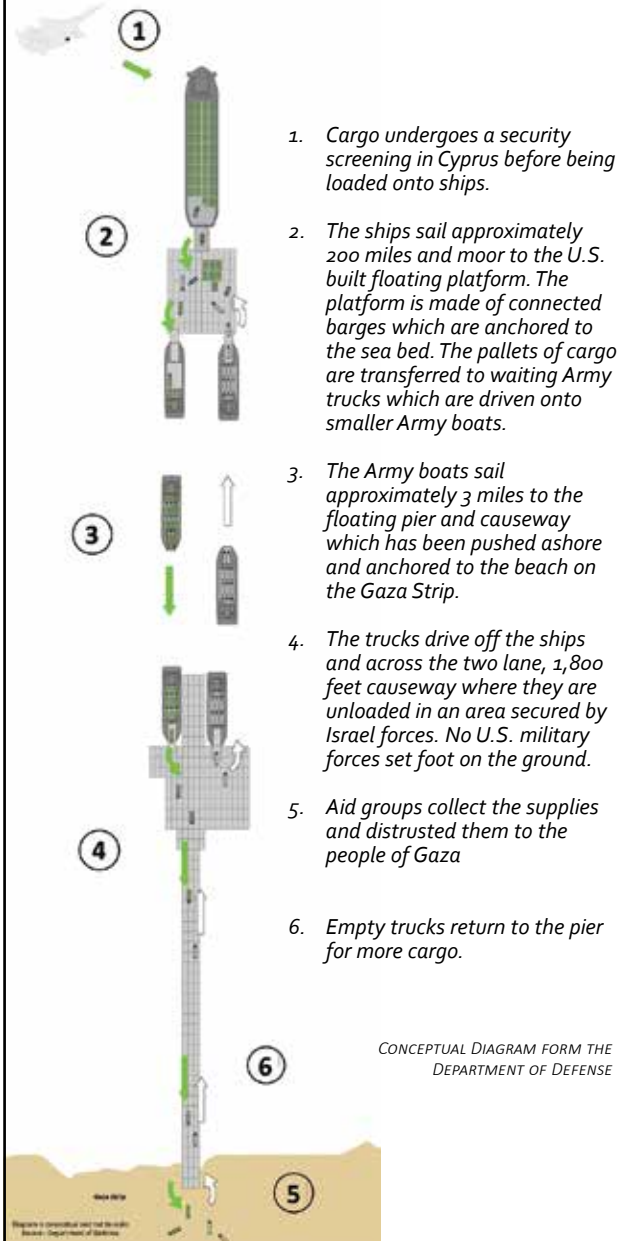
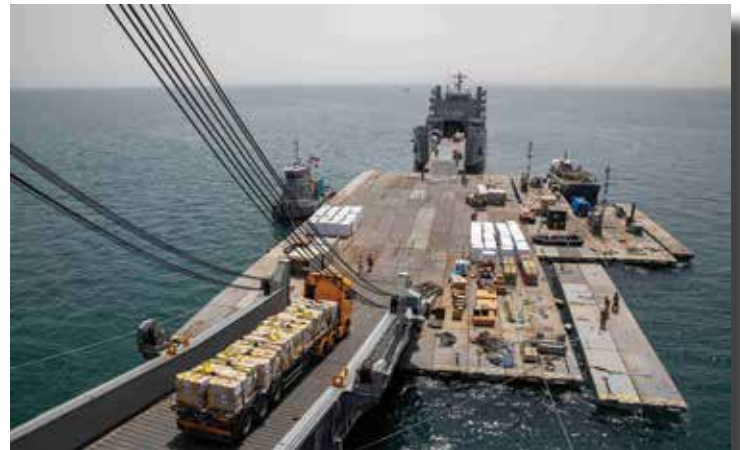


Chart of Eastern Mediterranean showing location of Gaza offshore dock.

PHOTO: UNITED STATES MILITARY ACADEMY DEPARTMENT OF HISTORY



A truck with cargo bound for the Gaza Strip drives down the ramp from the MV Roy P. Benavidez (T-AKR 306) onto the Gaza floating pier (roll-on/roll-off discharge facility (RRDF)). A Besson Class U.S. Army LSV (Logistics Support Vessel) awaits cargo at the other end of the dock.

PHOTO: U.S. ARMY, SPC. RILEY ANFINSON



A Department of Defense contracted driver transports cargo to the Trident Pier before entering the beach in Gaza on May 18, 2024. P. The truck is coming off a Besson Class U.S. Army LSV.

PHOTO: U.S. ARMY, SPC. RILEY ANFINSON



Pier >>> Cont'd from page 27

with the first cargo headed to the Pier at Gaza. A security and inspection station was built in Cyprus to screen the aid coming from various countries. On May 17, the first trucks carrying much needed humanitarian aid to Gaza rolled onto the new pier and took the causeway to shore.

On May 25, four boats, that were part of the support system for the pier/causeway, came adrift and grounded due to heavy weather. The pier remained operational. Three days later part of the causeway and its pier were damaged by weather and operations were suspended. The pier and its equipment were removed and transported to the port of Ashdod (30 miles north) for repairs.

By June 7, the causeway had been repaired, put back in place and deliveries resumed the next day. The pier was detached from the beach on June 14 to prevent damage from heavy seas. This was done as a precaution and would enable the pier to be reattached quickly after the seas subsided. The pier was reattached on June 19 and was operational until June 28 when it was again removed due to the weather. The pier was not reattached and on July 17 the Defense Department formally announced that the pier would be dismantled and brought home.

Failure or Success?

The World Central Kitchen & Operation Safeena along with the U.N. World Food Program and others organized the staging and distribution of the aid to be sent to Gaza. Unfortunately, the distribution inside the Gaza strip could not be properly managed due to the constant military operations being conducted in Gaza. The United Nations halted aid distribution at times due to security concerns. TV cameras showed crowds ransacking an aid truck coming off the causeway before it could get to a secure distribution point. On June 19, after the reopening of the pier, Aid agencies did not restart their distribution of the aid, so workers stored the aid in the secure area. This led to the final closure of the pier on June 28.

The construction of the pier/causeway system by the United States enabled

ships to deliver needed supplies to an area accessible by sea, but with no port facilities. During the 29 days of operation, often during adverse weather conditions, ships delivered over 8,500 L/Tons of humanitarian aid into the Gaza strip. This must be considered a success. 🇺🇸

Sources: Military Times, AP, PBS News Hour, Fast Company, Department of Defense, U.S. Army, USNI News, PBS, and Wikipedia



USNS MV Roy P. Benavidez is one of Military Sealift Command's nineteen Large, Medium-Speed Roll-on/Roll-off Ships and is part of the 18 ships in Military Sealift Command's Sealift Program. Length: 950 feet Beam: 106 feet Draft: 34 feet Displacement: 62,069 long tons Speed: 24 knots Civilian: 30 contract mariners The vessel is named after a Congressional Medal of Honor awardee.

PHOTO: IS A WORK OF A U.S. MILITARY OR DEPARTMENT OF DEFENSE EMPLOYEE, TAKEN OR MADE AS PART OF THAT PERSON'S OFFICIAL DUTIES. AS A WORK OF THE U.S. FEDERAL GOVERNMENT, THE IMAGE IS IN THE PUBLIC DOMAIN IN THE UNITED STATES.



A truck with humanitarian aid drives down the ramp from the MV Roy P. Benavidez (T-AKR 306) onto the Gaza floating dock (roll-on/roll-off discharge facility (RRDF)). The men and women of U.S. Central Command are proud to support USAID in the delivery of humanitarian assistance to Gaza. This corridor is a multinational and combined effort led by USAID and the Department of Defense - alongside the Republic of Cyprus, the United Nations, and international donors, including the UAE, the United Kingdom, Romania, and the European Union.

PHOTO: U.S. NAVY, BY MASS COMMUNICATION SPECIALIST 1ST CLASS KELBY SANDERS. THIS IMAGE IS A WORK OF A U.S. MILITARY OR DEPARTMENT OF DEFENSE EMPLOYEE, TAKEN OR MADE AS PART OF THAT PERSON'S OFFICIAL DUTIES. AS A WORK OF THE U.S. FEDERAL GOVERNMENT, THE IMAGE IS IN THE PUBLIC DOMAIN IN THE UNITED STATES.



Matthew Bonvento
(top)

Captain Emil Muccin
(below)

Maritime Firefighting – Bridging Tradition and Technology to Shipboard Firefighting

Overview:

Maritime Firefighting by Captain Emil Muccin, USMS (ret.) and Matthew Bonvento is a comprehensive and modern guide

specific tactics for various vessel types. The sections on firefighting equipment stand out, offering in-depth discussions of modern fire suppression systems and tools, emphasizing their role in improving both efficiency and safety. Chapters dedicated to firefighting in confined spaces and coordination between ship and shore-based firefighting teams bring valuable insights into high-risk, real-world scenarios that reflect today's challenges and real-world

incidents.

The writing is clear and accessible, making it suitable for both experienced firefighters and those new to maritime safety. The inclusion of detailed diagrams, procedural checklists, and visual aids enhances the practicality of the content, allowing readers to apply these firefighting strategies directly to their work environments. An important aspect of the textbook is that key terms in bold are defined in a comprehensive Glossary of Terms making it easier for the reader to understand critical concepts. Since this is a technical field, many terms are introduced, and the textbook includes a very thorough Glossary of Abbreviations for easy

for maritime professionals. It addresses the unique challenges of shipboard firefighting by integrating traditional methods with the latest advancements in equipment and procedures. This book effectively replaces outdated instruction aids by providing up-to-date, actionable knowledge. Using the IMO Model courses of Basic and Advanced Firefighting as a baseline, the authors take a deep dive into subjects that have not been explained in detail in previous books; topics such as firefighting process hazards, modern case studies, and current medicine at sea. Unlike older texts and manuals, this book takes a forward-thinking approach, offering detailed information on cutting-edge firefighting equipment and technologies. The authors stress the importance of understanding contemporary fire risks on vessels, which are becoming increasingly complex with advancements in maritime operations. The focus on updated fire suppression techniques, such as modern foam and gaseous agents, illustrates the evolution from more basic, traditional methods.

Each chapter builds on essential firefighting knowledge, starting with the fundamentals of fire behavior in maritime settings and progressing through



reference.

One of the book's greatest strengths is its ability to blend traditional knowledge



Images of modern firefighting techniques as presented in the book.

with modern updates, making it highly relevant for today's maritime professionals. The focus on modern firefighting technology, such as advanced fire detection systems and updated fire suppression agents, sets it apart from older firefighting textbooks. Additionally, real-world examples and expert insights provide readers with applicable modern skills and knowledge.

With its blend of up-to-date information, clear instruction, and practical applications, Maritime Firefighting is a valuable resource. 

American Merchant Marine Veterans Convention 2024

American Merchant Marine Veterans (AMMV) held their annual conference in New Orleans the same week of April as CAMM. This allowed for some great overlap and joint activities including a dinner at the National WWII Museum where Merchant Marines from WWII were honored with medals presented by Mary Jane Eisenhower, granddaughter of General Dwight D. Eisenhower.

On Friday, April 19 President Captain Dru DiMattia led the AMMV business meeting. The President's Report recapped the participation of AMMV veterans and members in the 2023 National Memorial Day and Veterans Day programs in Arlington Cemetery in Washington, D.C. It was noted that the AMMV's application for associate membership in the Veterans Day National Committee was denied. Captain DiMattia's report followed with updates on various projects, memorials, partnerships, and activities around the country. Of notable interest is the new plaque for Utah Beach, which the Seafarers International Union has pledged generous funding. AMMV Government Affairs Chairman Charles A. Mills suggested that the WWII MM Congressional Gold Medal should be on display at the National WWII Museum in New Orleans, where thousands of people can view the medal versus the more remote location at the Kings Point Merchant Marine Museum.

Saturday's events included self-guided tours of the National WWII Museum, with a luncheon at BB's Stage Door Canteen. The luncheon featured multiple presentations and speakers. Maritime historian Dr. Salvatore Mercogliano was the featured speaker. His talk was titled, "How the Merchant Marine saved the World." Mercogliano is the creator and host of the popular maritime blog, "What's Going on With Shipping?"

A Quilt of Valor was presented to WWII mariner Dave Yoho. The Harvey-Wichita Award in the post-WWII category (AMMV's person-of-the-year) went to Government Affairs Committee member Patrick Cotter. In refusing to take "no" for an answer, Cotter's efforts were key to AMMV participating in national programs during Memorial Day and Veterans Day in 2023. In the WWII category (Lifetime Achievement in terms of WWII Merchant Mariner recognition), Frank Mendez of AMMV's Golden Gate Chapter was the recipient.

Friday night was the highlight of the convention - a combined Gala dinner with the Council of American Master Mariners (CAMM), AMMV, and the Apostleship of the Sea, USA. This took place at the National WWII Museum's BB's Stage Door Canteen and over 140 people attended the dinner. CAMM hosted the dinner event with AMMV as guests.

After welcoming remarks from Captain



Mary Jean Eisenhower presents the Convoy Cup award to CAMM member Captain Peter Kirkimilis.

R.J. Klein of CAMM, AMMV President Captain Dru DiMattia introduced each of the WWII veterans. Photos of each were projected on the large screen. A special 40th anniversary AMMV challenge coin was presented by Mary Jean Eisenhower to the veterans as their names were announced. Assisting Ms. Eisenhower was AMMV National Vice President Captain Darin Huggins. The Victory Belles trio performed two sets. During the final set they sang the Anthem of all the military services (Army, Navy, Marine Corp, Air Force and the Coast Guard). Knowing their audience, they finished with the Merchant Marine Anthem – Heave Ho - which was enthusiastically joined by all in attendance which was a great close to the evening. 🎵



Members of the American Merchant Marine Veterans, along with CAMM and AOS members were all together for a gala dinner on Friday night.

Secretary General's Report: Baltic, Black and Red Seas, Gulf of Arden Continue to Be Areas of Risk for Mariners



Commodore
Jim Scorer

Editor's Note: the following is compiled from Commodore Scorer's reports in IFSMA Newsletters.

The Black Sea threat to merchant shipping remains unchanged.

It is worth noting that the Russians are targeting Ukrainian port infrastructure and ships alongside have been hit and damaged as part of collateral damage.

At the meeting of the Navigation, Communications and Search and Rescue (NCSR) Sub-Committee at the IMO, it was reported that there are increasing cases of GPS jamming in the vicinity of international waters near the DPR of Korea, the Baltic Sea and the Black Sea. This caused severe equipment malfunctions to a number of ships, affecting navigation systems, including AIS and LRIT. This highlights an increasing issue for those of you at sea. I would be most grateful if you are affected by the loss or irregular operation of GPS anywhere, please let IFSMA know at our HQ so that we can bring this to the attention of the IMO Secretariat. Also, please ensure you report these irregularities to your owners and Flag States.

At the IMO, IFSMA was actively involved in the Comprehensive Review of STCW and was specifically looking after all those areas affecting Shipmasters. The areas to be covered have now been agreed upon at the Working Group level and this is expected to be ratified at HTW 11 in February 2025, MSC110 in June 2025 and finally at the Council meeting in

July 2025. There is an enormous amount of work to be undertaken, and I will be seeking assistance from the membership.

At the end of November, I will be heading to Geneva. I have been invited to attend the meeting of the ILO/IMO Joint Tripartite Human Element Working Group on Criminalization and Fair Treatment of Seafarers. This is a topic I feel very strongly about and will make IFMA's position clearly known.

At HQs we have discussed the next

the Desmond Wettern Literary Prize at the annual Maritime Media Awards for content of the IFSMA Newsletter. Sadly, we did not win, but nomination indicates a great tribute to the work that Paul Owen and News Editor, Paul Ridgway, put into researching interesting and current topics for you to read about. We are proud to note that the sales of our book, *The Shipmaster's Practical Guide to Maritime Law*, is doing well and has sold over 600 copies.



The CMA CGM Jacques Sadde transiting the Suez Canal on January 13.

PHOTO FROM THE SUEZ CANAL AUTHORITY (SCA)

Biannual General Assembly (BGA) which will be hosted by the Faroe Isles from 20 to 22 August 2025. These are a beautiful group of small islands in the North Atlantic at 62°N, equidistant between Iceland, Norway and the United Kingdom.

Paul Owen and I attended an awards dinner in London this month where Paul had been one of six nominees for

Red Sea Shipping Under attack

The conflict in the Middle East continues and attacks by Hezbollah on North Israel has not helped the situation. There has been an increase in attacks on ships in the Gulf of Aden and southern Red Sea. Threats to ships transiting in those areas remains high.

At the very front of discussions at

IMO's Maritime Safety Committee (MSC 108) in June was the continuing security situation in both the Red Sea and the Black Sea. IFSMA was very involved with the industry in proposing an IMO Resolution on condemning the Houthis rebels for their continued attack on shipping and also the action of the Iranians. We demanded the release of all crew of the *MV Galaxy Leader* and the *MV Aries* along with their ship. On 12 June, the bulk carrier *MV Tutor* and *MV Verbena* in the Gulf of Aden were attacked by the Houthis Terrorists using surface and air unmanned drones. Regrettably, *MV Tutor* sank and an engineer lost his life.

The attack in the Red Sea on *MT Sounion* was previously reported. The vessel is now at safe anchorage off the coast of Eritrea in position 17.08N 039.48E, thanks to the efforts of the European Union under the security of their Naval Task Force. The salvage

team has managed to get the fires extinguished, and the ship is now being properly assessed so that decisions can be made on the removal of the oil cargo and the ship. While the Houthis finally recognized the potential environmental damage that would be caused to the waters and the coast of Yemen, the threat to other shipping transiting the Red Sea and adjacent areas remains the same.

Another attack on shipping in the Red Sea and waters close to Yemen occurred on 13 October. The bulk carrier *MV Motaro* came under attack from three unmanned surface vessels (USVs) which were badly damaged by protective fire from the embarked security personnel. The USVs were made safe and recovered for examination by NATO Forces.

The Secretary General of the IMO is leading the efforts of the maritime community in trying to get the parties together to stop this senseless campaign against

innocent seafarers. Many of the industry NGOs have issued statements condemning these unprovoked attacks against innocent seafarers and their ships.

Traffic transiting the Red Sea is now assessed as approximately 35% of the norm. Most ships are now routing around Africa and the Cape. I have received an increasing number of reports of ships losing containers in rough weather as crews have been used to securing for the more tranquil Red Sea area. They have not been fully prepared for the more extremes of weather encountered when taking the southern route.

We are in an increasingly unstable world at the moment, so please be alert and keep yourselves informed of the risks wherever you are sailing. Please do send in any proposals which you might have as we look forward to hearing your views.

Keep Safe. 

USCG Icebreaker Healy returns home

High-latitude US Deployment

On 12 December the USCG cutter *Healy* a 420-foot polar icebreaker returned to Seattle following a 73-day Arctic deployment supporting scientific research missions, search and rescue operations, and training exercises in the region. The *Healy* is the USCG's only icebreaker specifically designed to support Arctic research. It provides high-latitude US presence and scientific access to areas too challenging for most research vessels to reach. During the deployment, *Healy's* crew made a port visit to Juneau, AK, where the crew hosted over 430 visitors for tours of the cutter. The *Healy* and her crew conducted three distinct phases throughout the cutter's 2024 Arctic Fall deployment.

The first phase was a collaboration between the USCG, the National Oceanographic and Atmospheric Administration, the US National Science Foundation, and the University of New Hampshire. The interagency science mission to the Chukchi and Beaufort Seas north of Alaska combined oceanograph-

ic buoy deployment with a coordinated mapping effort to survey uncharted waters and acquire

depth data along a portion of the Alaskan Arctic Coast Port Access Route Study (AAPARS) corridor. The AAPARS corridor is a USCG-proposed preferred vessel route from Utqiagvik, Alaska, to the demarcation point of the border between US and Canada.

During the second phase, *Healy* hosted 10 post-doctoral researchers and junior faculty members from various institutions supporting the US NSF-funded Polar Early Career Scientist Training project. The time underway provided



USCG Cutter Healy working in ice north of Alaska

PHOTO — USCG, PUBLIC DOMAIN

the Early Career Polar Scientists and their mentors with hands-on experience at sea and the knowledge and skills to plan, implement, and lead future expeditions on U.S. Arctic vessels.

During *Healy's* third phase, the ship conducted a late-season transit of the western IMO's Bering Strait Routing measure through Russian territorial seas, ensuring a free and open Arctic region. The crew conducted multi-mission operations throughout the Chukchi Sea, Bering Sea, and Gulf of Alaska. 

Firefighting Redesign Needed for Methanol-Fueled Vessels

A new fire safety study by global equipment and services provider Survitec has revealed that existing fire-fighting methods designed for conventionally fueled vessels are inadequate when dealing with machinery space spray and pool fires on methanol-based fires.

This follows extensive comparative fire tests on dual fuel marine engines using diesel oil and methanol, carried out amid growing interest in methanol as an alternative marine fuel.

Methanol is a methyl alcohol (CH₃OH) that burns in a completely different way than hydrocarbon fuels and has a much lower flashpoint of 54°F (12°C). There are established fire safety regulations and testing standards for diesel fuels, clear test protocols for alcohol-based fuels such as methanol and ethanol have yet to be developed.

Michal Sadzynski, Product Manager, Water Mist Systems, or Survitec stated that:

Our tests confirm that traditional water mist fire suppression mechanisms do not perform as expected on methanol pool fires and methanol spray fires. A completely different approach is required if these ships are to remain safe. We believe this is a high-risk situation that needs immediate action. Methanol fires are far more aggressive than fires involving traditional hydrocarbon fuels. Methanol fires have different physicochemical properties and so they cannot be extinguished as easily or with the same approach. We had to complete-

ly rethink nozzle placement, spacing and other factors to make water mist suppression effective on methanol. For instance, the range for nozzle installation height is much lower than that needed to put out a diesel fire.

Fire-fighting overhaul / redesign needed

The Survitec tests found that while water mist systems are highly effective in absorbing heat and displacing oxygen on diesel fires, they do not produce the same results on methanol fires. This finding indicates that when existing vessels are retrofitted to run on methanol, they need to completely overhaul and redesign their fixed fire fighting arrangement.

Survitec tests have demonstrated that standard discharge devices do not properly extinguish methanol pool fires in the confined bilge space. During testing the company established that it is crucial to deliver properly expanded foam on the methanol pool fire. This is not an easy task within a narrow space where throw length is limited.

For bilge areas, statutory rules formulated in IMO MSC.1/Circ.1621* establish a requirement for an approved alcohol-resistant foam system for ships running on methanol. For the first time, a fixed, low expansion foam system is mandatory to protect machinery space bilges. These rules provide a starting guideline for fire suppression in engine spaces.

Currently these rules are said to be very general and open to interpretation.

Apparently, methanol compliance for Local Application Firefighting (LAFF) systems is not yet covered. Survitec believes there is a need for development of comprehensive and robust fire test standards and safety rules tailored to methanol's properties. Survitec's investigation has come at a time of increasing orders for methanol-fueled ships. It has been reported that orders for methanol-fueled newbuilds increased by 9% in the last 12 months, 2% more than those



Fire in the engine room of the APL President Eisenhower in April 2021

PHOTO FROM NTSB REPORT

for LNG-fuelled ships. Analysts predict the methanol-fuelled fleet will account for 20 million metric tons by 2028.

About Survitec

Survitec is based in Ellesmere Port, UK (near Liverpool) and is the world's largest manufacturer and supplier of liferafts, Marine Evacuation Systems (MES) and offshore rental PPE. They are a leading supplier of fire solutions to the maritime industry and hold a market-leading position for Pilot Flight Equipment in the aerospace and defense market. Survitec operates in over 2,000 ports in 96 countries.

* [HTTPS://WWW.IMORULES.COM/MSCCIRC_1621.HTML](https://www.imorules.com/MSCCIRC_1621.HTML)
NOTE: ARTICLE FROM IFSMA NEWSLETTER # 75 AND SURVITEC NEWS RELEASE.

A Green Blue Fleet: Maersk Continues to Launch Green Methanol Powered Ships

Early in June 2023 AP Moller-Maersk (Maersk) announced the launching of the MV *Laura Maersk*, the world's first container vessel sailing on green methanol fuel. The ship is named after the SS *Laura*, the first ship owned by Peter Maersk Moller, the father of Maersk's founder. This was the first of a projected 24 methanol powered ships for Maersk. Maersk secured sufficient green methanol to cover *Laura Maersk*'s median voyage and continues to work diligently on 2024-2025 sourcing for its methanol-enabled vessel fleet.

To meet the ambitious 2040 target of net zero greenhouse gas emissions, Maersk aims to transport a minimum of 25% of ocean cargo using green fuels by 2030, using a 2020 baseline. The landmark feeder vessel was a major step toward the long-term objective of gradually renewing the entire fleet to operate solely on green fuels.

Large Methanol Powered Fleet

The *Laura Maersk* provided real operational experience for Maersk seafarers in the handling of new engines and the use of green methanol as fuel. This experience was in preparation of Maersk receiving delivery of eighteen (18) large oceangoing vessels of 16,000-17,200 TEU capacity. The methanol powered ships initially took bunkers in Rotterdam. A new bunkering terminal in Aabenraa, Denmark will be used when ready.

In February 2024, the MV *Ane Maersk*, the first of the new large container ships, entered service on the AE7 string connecting Asia and Europe. The service includes port calls in Shanghai, Tanjung Pelepas, Colombo and Hamburg, with Ningbo being its first destination. The ship built by Hyundai Heavy Industries (HHI) in the Republic of Korea has a nominal capacity of 16,000 TEU and is equipped with a dual-fuel engine enabling operations on methanol as well



Ane Maersk during her maiden voyage fully loaded (Tangiers Med Port)

PHOTO COURTESY OF MAERSK

as biodiesel and conventional bunker fuel.

"Deploying the first of our large methanol-enabled vessels on one of the world's largest trade lanes, Asia - Europe, is a landmark in our journey towards our Net-Zero target," said Karsten Kildahl, Chief Commercial Officer at Maersk.

Since 2021, Maersk has had a policy of only ordering new vessels able to operate on green fuels. In their latest building program Maersk has project a total of twenty-four (24) new vessels. All are or will be equipped with dual-fuel engines and will be able to operate on green methanol fuel. Twelve of the vessels will have a capacity of 16,000 TEU, Six will have a capacity of 17,000 TEU, and Six a capacity of 9,000 TEU. As of December 2024, nine (9) methanol powered ships have entered service for Maersk.

About Maersk Green Fuels

Maersk signed a deal with Dutch producer OCI Global on the delivery of green bio-methanol for the maiden voyage of the *Laura Maersk*. OCI Global produces its green methanol at a US based facility

by using captured biogas from decomposing organic waste in landfills. The biogas is upgraded to biomethane and injected into the gas grid and the methanol is produced from the biomethane in the grid on a mass-balance basis. This way, green methanol can be produced in existing facilities using existing infrastructure and plants enabling quick production. The method can contribute to a greener gas grid while capturing harmful methane emissions that would arise from the waste feedstock if left untouched.

Maersk defines green fuels as fuels with low to very low GHG emissions over their life cycle compared to fossil fuels. Different green fuels achieve different life cycle reductions depending on their production pathway. Low refers to fuels with 65-80% life cycle GHG reductions compared to fossil fuels. This covers some biodiesels. Very low refers to fuels with 80-95% life cycle GHG reductions compared to fossil fuels. ↱

110 Years of SOLAS

World Maritime Day is observed on the last Thursday of September each year to highlight the importance of maritime safety, security and protection of the marine environment. In 2024, World Maritime Day highlighted the importance of safety at sea in an era of significant transformations and new risks. The theme for World Maritime Day, "Navigating the future: Safety first!" recognized that safety remains paramount



in a changing environment, whether it pertains to seafarers, handling new green fuels, safeguarding passengers in cruise ships, regulating AI-managed autonomous ships, or ensuring cyber security in a digital world. SOLAS is at the forefront of "Safety First."

The International Convention for the Safety of Life at Sea (SOLAS) was first adopted in 1914. The SOLAS Convention in its successive forms is generally regarded as the most important of all inter-

national treaties concerning the safety of merchant ships. The first version was adopted in response to the Titanic disaster (1914), the second in 1929, the third in 1948, and the fourth in 1960.

Today's version of the Convention was adopted on 1 November 1974. This version includes the tacit acceptance procedure - which provides that an amendment shall enter into force on a specified date unless, before that date, objections to the amendment are received from an agreed number of Parties. It contains 15 chapters covering key topics, such as life-saving appliances and arrangements, distress and safety communications, and carriage of dangerous goods.

Today the maritime community is at a crossroads, facing rapid advances in technology, global security challenges and the shift to green energy. Secretary-General of the International Maritime Organization (IMO), Arsenio Dominguez said this about SOLAS:

2024 marks 50 years since the SOLAS treaty was adopted. We can be proud of the crucial role this convention has played in setting international safety standards for ship construction, equipment, and operation, preventing maritime disasters and protecting lives. But we cannot be

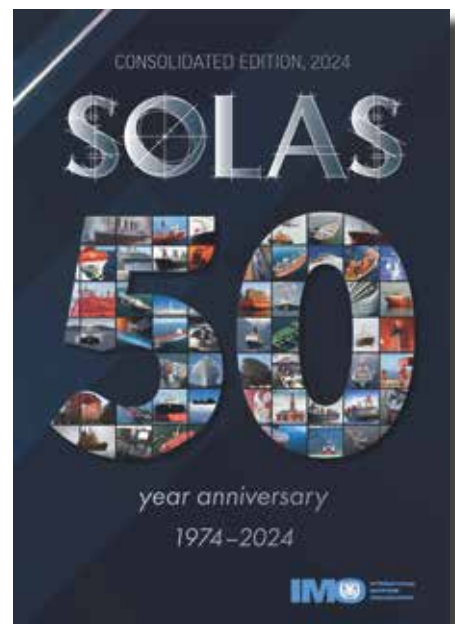


PHOTO FROM IMO

complacent. World Maritime Day calls for collective effort to ensure we keep pace with the ongoing transformation in shipping...Today, the maritime sector is undergoing a profound transformation as it steers towards greater digitalization, automation and decarbonization. New technologies and designs offer the opportunity to make important contributions to climate action. I count on the commitment of regulators, seafarers and ship operators alike.

Recycling of Ships and the Hong Kong Convention

The Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships (the Hong Kong Convention) will enter into force on 26 June 2025. Its aim is to ensure that ships at the end of their operational lives are recycled safely and without posing unnecessary risks to human health and the environment. IMO has been working towards the introduction of universal global regulations on safe and environmentally sound ship recycling for more than two decades. The first Guidelines on Ship Recycling were adopted by the IMO Assembly in late

2003. The 24-month clock started when the Hong Kong Convention's entered into force in June 2023 when Bangladesh and Liberia became Contracting States. This marked the moment that all required criteria were met.

What is ship recycling?

Ships are recycled when they reach the end of their operational lives. Safe recycling processes are vital to ensure the proper handling of environmentally hazardous substances such as asbestos, heavy metals, hydrocar-

bons and ozone-depleting substances.

When conducted correctly, ship recycling embraces the "cradle to grave" concept: it sees almost all materials and equipment used in the manufacture of a ship re-used in other forms, an outcome which is environmentally sound and energy efficient. For instance, using recycled steel requires just one third of the energy used in the manufacture of steel from raw materials.

While the principle of ship recycling is sound, the working practices and environmental standards in ship recycling facilities vary from yard to

yard. Global regulation will ensure safe working practices for those employed in ship recycling yards, along with consistent environmental standards.

What is the Hong Kong Convention?

The Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships (the Hong Kong Convention) was adopted at a diplomatic conference held in Hong Kong, China, in 2009. This Convention addresses all environmental and safety aspects relating to ship recycling by placing responsibilities and obligations on all parties concerned in regard to the management and disposal of associated waste in a safe and environmentally sound manner. Responsible parties include shipowners, ship building yards, ship recycling facilities, flag States, port States, and recycling States. Regulations in the Convention cover the design, construction, operation and preparation of ships to facilitate safe and environmentally sound recycling. Additionally, there is an appropriate enforcement mechanism for ship recycling incorporating certification and reporting requirements.

Why will the Hong Kong Convention enter into force?

The Hong Kong Convention will enter into on 26 June 2025, i.e. 24 months after the entry-into-force conditions were met in June 2023. Those conditions are as follows:

1. Not less than 15 Contracting States. The Hong Kong Convention now has 24 Contracting States: Bangladesh, Belgium, Republic of the Congo, Croatia, Denmark, Estonia, France, Germany, Ghana, India, Japan, Liberia, Luxembourg, Malta, Marshall Islands, Kingdom of the Netherlands, Norway, Pakistan, Panama, Portugal, São Tomé and Príncipe, Serbia, Spain, and Türkiye.
2. Not less than 40% of the world's merchant shipping by gross ton-

nage. By June 2023, the Contracting States above (aside from Pakistan and Marshall Islands, which joined later) represented approximately 45.91% of the gross tonnage of the world's merchant shipping.

3. Ship recycling capacity of not less than 3% of the gross tonnage of the combined merchant shipping of those States mentioned above. By June 2023, the combined annual ship recycling volume of the Contracting States over the preceding 10 years amounted to 23,848,453 gross tonnage, equivalent to 3.31% of the required recycling volume.

How must ship recycling yards comply with the Hong Kong Convention?

Ship recycling facilities/yards must be authorized and must prepare a Ship Recycling Facility Plan. The plan must address: worker safety and training, protection of human health and the environment, roles and responsibilities of personnel, emergency preparedness and response. The plan must take into account IMO guidelines concerning monitoring, reporting and record-keeping systems.

Before a ship can be recycled, the ship recycling facility must provide a Ship Recycling Plan which is specific to each vessel. The plan must specify the way each ship will be recycled based on its particulars and its inventory. Governments will be required to ensure that recycling facilities under their jurisdiction comply with the Hong Kong Convention.

What must ships do to comply with the Convention?

Under the Hong Kong Convention ships must have on board an Inventory of Hazardous Materials specific to each ship, which must be prepared and verified in line with IMO guidelines. Following that initial verification survey, ships will be required to have additional surveys during the life of the ship, and a final survey prior to recycling.

IMO is supporting effective implementation of the Hong Kong Convention?

Almost all ship recycling worldwide is carried out in five countries: Bangladesh, China, India, Pakistan and Türkiye. Three of these are Parties to the Hong Kong Convention (Bangladesh, India and Türkiye). IMO is working with recycling countries to help build the capacity and establish the conditions that will enable them to ratify/accede to the Hong Kong Convention. It is a complex issue, often involving many different ministries and industry groups.

As an example, in Bangladesh, one of the world's largest ship recycling countries, the SENSREC Project (Safe and Environmentally Sound Ship Recycling in Bangladesh project) funded by Norway since 2015, has been implemented by IMO. This has helped Bangladesh to improve its ship recycling standards and has facilitated the country's accession to the Hong Kong Convention.

Phase I of the project included economic and environmental studies on ship recycling in Bangladesh, the development of training materials and capacity building plans, and a preliminary design for recycling infrastructure in the country. Phase II established an institutional and legal roadmap towards ratification, and saw the training of 900 shipyard workers, skilled professionals and include a focus on boosting the economic participation of women in the ship recycling industry. Phase III will provide further support to Bangladesh in complying with the Hong Kong Convention.

Since the adoption of the Hong Kong Convention, IMO's Marine Environment Protection Committee has developed and adopted all guidelines required by the Convention. They can be found on IMO's website (<https://www.imo.org>) and cover the following: Development of the Ship Recycling Plan, Development of the Inventory of Hazardous Materials, Safe and environmentally sound ship recycling, Survey and certification of ships, Inspection of ships, and Authorization of ship recycling facilities. 



**Dedicated to
supporting and
strengthening
the position of
American Master
Mariner**



Captain Joe Hartnett, CAMM President, at the CAMM PDC-AMG in Great Lakes, IL 2022



Captain RJ Klein; Congressman John Geramendi; Captain Jeff Cowan, CAMM Government Liaison VP; Captain Joe Hartnett, CAMM President



Above: CAMM member Captain Alexandra Hagerty, at the AGM. Below: Captain Coulombe, Captain Madden, and Captain McCann (Canada) share a moment at the Joint CAMM IFSMA 2017 Conference.



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

CAMM's issues are your issues

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

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

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

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

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

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

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The Council of American Master Mariners, Inc.

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

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

	Home	Business
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Present Occupation:

- ☐ At Sea: Position: _____ Vessel: _____ Company: _____
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Type:	Limit:	Expiration:
Endorsements:	Limits:	

Original USCG License:

Type:	Date Obtained:
Place/Institution obtained:	

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

R - Regular:

- ☐ (RU) Unlimited Master Mariner License and commanded vessels over 5,000 GRT on voyages.
- ☐ (RP) Senior or First Class Pilot with minimum of one year experience on vessels 20,000 GRT or more.

S - Special:

- ☐ (S) Valid USCG Unlimited Master's license and has not commanded a vessel(s) over 5,000 GRT on voyages.
- ☐ (SP) Second or Third Class Pilot on vessels less than 20,000 GRT.
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- ☐ (AL) Valid USCG Deck Officers license for Any Gross Tons currently sailing on vessels over 5,000 GRT.
- ☐ (AF) Foreign Master Mariner: Valid Unlimited Master License and commanded vessels over 5,000 GRT on voyages.
- ☐ (AC) Cadet/Midshipman enrolled at a maritime academy as a deck cadet/midshipman.

Sea-Going Qualifications: Years of Service: _____

(Check boxes that apply. See above for key)

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

Pilotage Qualifications: Years of Service: _____

(Check boxes that apply. See above for key)

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

Please return this application with a copy of your Master's or Pilot's license, and a copy of your last discharge along with a \$120 check (\$100 annual dues + \$20 application fee) payable to: The Council of American Master Mariners, Inc. Email Captain Aaron Abraski at captarabski@mastermariner.org. Mail should be sent Attention CAMM: 3502 Prairie Dr. Dickson, TX 77539.

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: _____

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