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Sidelights

February 2017 Vol. 47, No 1

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Would Autonomous Ships Be Good for Society?

Polar Code Becomes Mandatory

CAMM-IFSMA Conference Preview

MARAD'S Deputy Administrator to Head Texas A&M Maritime Academy

Mission Statement

www.mastermariner.org

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



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North Atlantic Region

NEW YORK METRO

Captain George Sandberg, President

631-375-5830 (cell); 631-878-0579 (home)
captsandberg@mastermariner.org

Meetings dates and locations vary.

Mailing Address: Box 581

Center Moriches, NY 11934

BALTIMORE / WASHINGTON, D.C.

Captain Joe Hartnett, President

410-867-0556
capthartnett@mastermariner.org

Meetings at 1130 monthly, 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 Peir Ave.

Fairhope, AL 36532

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Captain Ed Higgins, President

504-394-6866
capthiggins@mastermariner.org

Meetings at 1200 on the 2nd Thursday of each month, except July and August. Port Ministry Center of the Global Maritime Ministries, 3635 Tchoupitoulas Street, New Orleans, LA.

Mailing Address: 8112 Ferrara Drive

Harahan, LA 70123

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Captain Michael J. Mc Cright, President

captmccright@mastermariner.org

Meetings monthly, September - April. Check website for dates. TAMUG Blue Room, Galveston, TX.

Mailing Address:

4620 Fairmont Pkwy, Suite 203
Pasadena, TX 77504

South Atlantic Region

PORT EVERGLADES / MIAMI

Captain Paul Coan, President

pilgrimii@bellsouth.net

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.

TAMPA BAY

Captain Robert Holden, President

727-784-7595
capholden@mastermariner.org

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

Mailing Address: 50 Baywood Ct,

Palm Harbor, FL 34683

North Pacific Region

SEATTLE / PACIFIC NORTHWEST

Captain R.J. Klein, President

425-746-6475
captklein@mastermariner.org

Meetings at 1130 on the 2nd Thursday of each month, McCormick & Schmidt's South Lake Union.

Mailing Address: PO Box 99392

Seattle, WA 98139

COLUMBIA RIVER

Captain Vic Faulkner, President

360-798-9530
mrpobre@aol.com

Meetings are at 1200 on the 2nd Friday of each month. Jantzen Beach Bar and Grill, 909 N Hayden Island Drive, Portland, OR.

Mailing Address: 121 Hazel Dell View

Castle Rock, WA 98611

South Pacific Region

LOS ANGELES / LONG BEACH

Captain David Boatner, President

805-479-8461
captboatner@mastermariner.org

Meetings at 1200 on the 2nd Tuesday of each month, except August. Crowne Plaza Hotel, Beacon Room, 601 S Palos Verdes St., San Pedro, CA.

Mailing Address: 533 N. Marine Ave

Wilmington, CA 90744-5527

SAN FRANCISCO BAY AREA

707-255-6567
captniem@mastermariner.org

Meetings at 11:30, 1st Tuesday of each month, The Nantucket, 501 Port St., Crockett, CA.

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4GB USB drive,
set of 4 coasters, and pen



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In This Issue



ON THE COVER

Concept graphic of a view from a tug operating an autonomous ship

PHOTO CREDIT ROLLS-ROYCE

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

PUBLICATION DEADLINES

Issue	Submission	Release
February	Jan. 22	Feb. 15
April*	March 5	April 1
June*	May 1	June 10
October	Sept. 1	Oct. 1
December	Nov. 1	Dec. 1

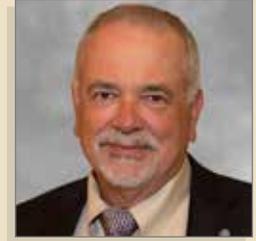
*April and June subject to change dependent on CAMM Annual Meeting date

Corrections: In our last issue there were numerous errors in spelling, formatting and omissions. They have been noted by the editor and staff. We noted that: Maritime was misspelled on the cover and Dempsey and woman were misspelled on pg 23 col. 1. Column justification formatting errors occurred on pg 7, end of col. 3- pg 9, end of col. 3- pg 13, end of col. 1 and 3 - pg 15, end of col. 3- pg 26, first line of col. 1- pg 33, end of col. 3. Failed to insert the date for the Houston Chapter's October meeting on pg 12, col. 2 and failed to insert page number for the Seattle Maritime Person of the Year on pg 13 col. 1. This is not the standard we wish to present, and we will be more vigilant in our proof reading in the future.

View From the Bridge

7

Pressures on mariners continue to increase as time lag in credentially extends.



Steamboat Inspection Service License

6

When licenses were a piece of art.



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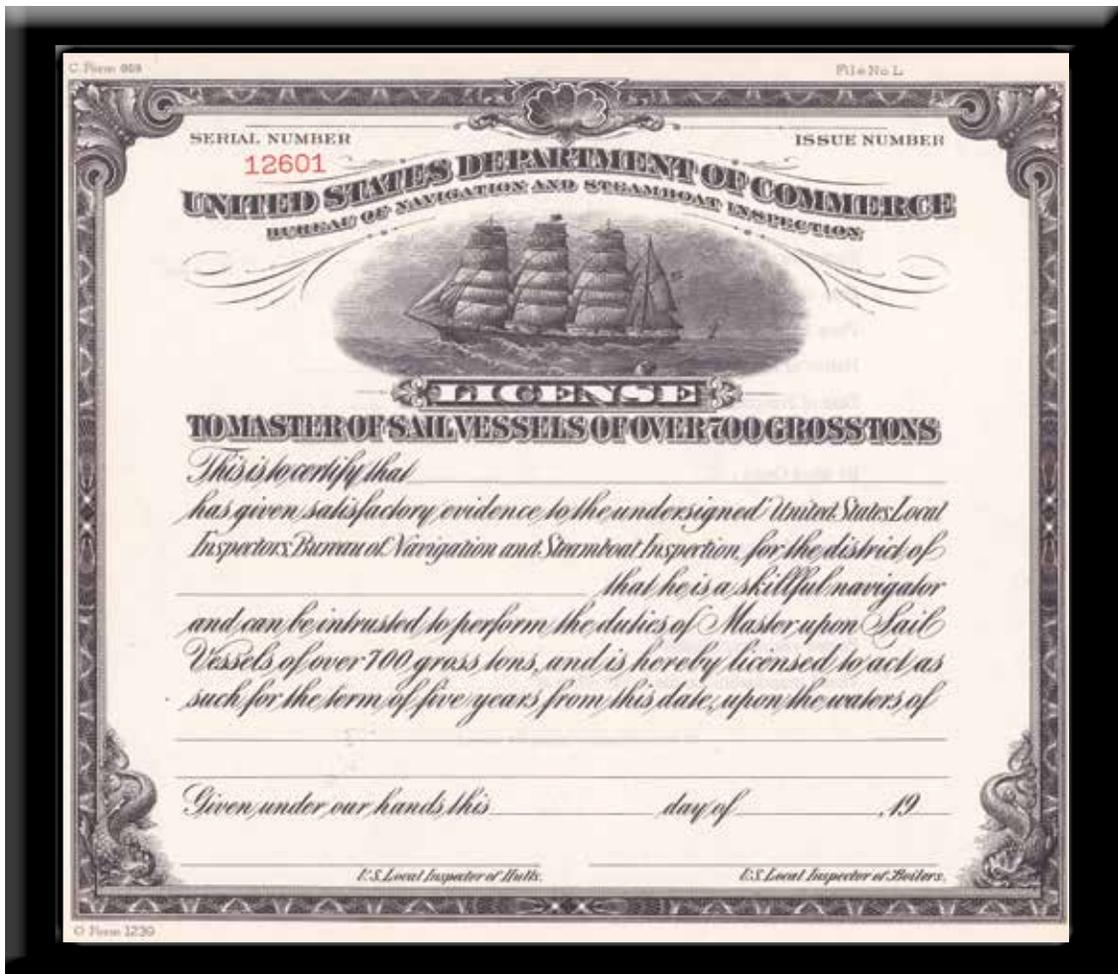
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NOTICE The articles in this magazine are entirely those of the writer, and do not necessarily reflect the views of CAMM nor its Board of Governors. CAMM is an independent professional organization and is not affiliated with nor endorses any union or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

Steamboat Inspection Service License - Master of Sail

(Unlimited - Over 700 Gross Tons - circa 1920's)



DOCUMENT COURTESY OF CAPTAIN JOHN CORSO

The Act of 1871 created the Steamboat Inspection Service. It established a Supervisory Inspector General directly responsible to the United States Secretary of the Treasury, extended licensing requirements to all Masters and Chief Mates, provided for the revocation of licenses, authorized periodic inspection, and gave the Board of Supervisory Inspectors the authority to prescribe nautical rules of the road. In 1903, Congress transferred the Steamboat Inspection Service

to the newly created United States Department of Commerce and Labor. When the department was split in 1913, the Steamboat Inspection Service stayed under the Department of Commerce. In 1932, it merged with the Bureau of Navigation to form the Bureau of Navigation and Steamboat Inspection which, in 1936, was reorganized into the Bureau of Marine Inspection and Navigation. In 1942, this Bureau came under the control of the United States Coast Guard

and in 1946 it was abolished, with all of its functions transferred to the USCG. In 1970, Captain John Corso (Camm #1681) was Officer in Charge of Marine Inspection (OCMI) in Portland, OR. He obtained several Deck Officer License Forms that were about to be destroyed. The forms were from the Steamboat Inspection Service and the Bureau of Marine Inspection and Navigation. Captain Corso contacted *Sidelights* and offered the historical works of art for publication. ☆

WATCHING OUT FOR MARINERS

Mariners face increasing pressures and rigors to maintain their required certifications and licenses.



Captain Jeff Cowan
CAMM National
President
#3070-RU

They must have endorsements in a variety of areas to sail: Leadership & Managerial Skills and Electronic Chart Display Information System (ECDIS), certifications for Masters and Mates, Engine Resource Management, and Management of Electrical and Electronic Control Equipment for Chief Engineers and 2nd Engineers, among others. The wait time for Certification, Standards of Training, and Watchkeeping (STCW) endorsements has grown to more than three months. What happens to mariners when they work diligently to meet the education and other requirements, but the regulatory agencies fail to issue the endorsements in a timely manner?

Since I have a license that I wanted to keep valid after January 2017, I prepared all of the paperwork, completed all of the course work, and submitted it to the local Regional Exam Center. They forwarded it to the Maritime Center in Martinsburg, WV. It took 98 days to receive my booklet with all of the correct endorsements.

I was just keeping my license current, so I did not call or email about the delay. This is not an option for the men and women who are sailing and must be in possession of current endorsements. If a mariner calls or emails, the issuance of the credentials may be accelerated. In one case, a mariner

received his papers 20 days faster – but only 20 days. The mariner still had to wait over 70 days for his certificates.

I find it troubling that the timeline given for issuance of the STCW certifications was supposed to be before 31 December 2016 so mariners engaged upon international voyages could keep their jobs. Due to the back log of the new certification issuance the International Maritime Organization advised that it extended a grace period to 1 July 2017.

This sounds magnanimous, but the IMO left the observation of the “extension” up to each Port State Authority. By not requiring Port State Authorities to honor the extension, those Authorities could fine or detain shipping companies for mariners sailing on an international voyage without the correct endorsements, forcing the mariner to be sent home if that Port State disallowed the directive.

In discussions with a variety of sources, it appears that our Port State was perhaps engaged with other duties instead of certifying course work listed above. Most Leadership courses were not fully certified until second quarter of 2016, when the deadline for getting the endorsements was December 2016. It makes one question if the Port State hierarchy care about the significant economic impact this can have upon the maritime industry, mariners and their families.

American mariners are perhaps the most security vetted mariners on the planet, American Flag ships qualify for “Advanced Qualified Unlading Approval” (AQUA). This allows “low-risk” vessels engaged in foreign trade

to unload cargo before the ship is physically boarded and “cleared” by Customs and Border Patrol (CBP). Before AQUA, cargo operations could not commence, shore side workers and vendors could not go up the gangway, and the crew could not go ashore until the ship had been boarded and cleared by CBP. With ACUA, cargo can start immediately upon the ship’s arrival in port. However, until a CBP agent physically clears the ship, American crew members cannot go ashore to see their families, seek medical care, shop or have time away from the ship. The time between the commencement of cargo operations and a CBP agent clearing the ship can be considerable. Given the short port stay of most ships, any personal time lost can be significant. It does not seem to matter to the Port State Hierarchies that these are American tax payers (who pay for CBP) being penalized by not being allowed ashore in a timely manner. Once again, American mariners are treated like second class citizens in their own country!

These are the topics that CAMM takes interest in – issues that affect American Masters and crew throughout the industry. Join us for discussions, information, and insight at the Professional Development Conference and Annual General Meeting, to be held with the International Federation of Ship Master Associations in Baltimore. Check out pages 20 and 21 for dates and details.

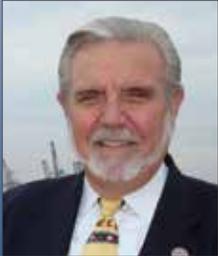
Steady as she goes,

Captain Jeff Cowan

SECRETARY - TREASURER

Greetings, CAMM Shipmates

As I write this report in mid-January, I am pleased to update the CAMM membership (and other interested readers) with good news on several important subjects.



*Captain
Manny Aschemeyer
CAMM National
Secretary-Treasurer
#1548-RU*

dues has resulted in an excellent response. We have completed the First Quarter of our new fiscal year and I'm pleased to note that 74% of you have paid dues for 2017. We are grateful for your early action and support!

More importantly, in response to our campaign to ask for an additional donation, 22% of our members have responded with contributions ranging from \$25 to \$100. Donations have come from regular members, some of whom are dues exempt (Honorary and Life Members). We have raised nearly \$3,600 in additional funds because of your generous donations. Thank you for the support!

I hope that the remaining 26% who are procrastinating will soon pay and possibly make a donation.

Membership Report

Notwithstanding the fine efforts of several CAMM members to sponsor several new members for CAMM this past year, we still are not gaining in the numbers. To that end, I made an appeal to the last 100 members who joined CAMM. I asked them to

Dues Report:

The response to our Annual Appeal for 2017 CAMM

reach out to their shipmates, family members, work associates, academy classmates, and others and to sponsor them as new members of CAMM. The letters went out in early January and I anticipate a positive response. However, it is up to us all to increase our numbers, so please make an effort to sponsor a new member this year. We need your interest and actions in order to keep CAMM viable and strong for the future. Remember, in addition to licensed master mariners and Pilots, we can now accept membership applications from licensed mates (AL), foreign masters (AF), and cadets/midshipmen attending one of the state or federal maritime academies (AC). There's a CAMM Membership Application on page 39; put it to good use.

Financial Report

FY 2017: I submitted a budget performance report to the Finance Committee and BoG covering the First Quarter of FY 2017 and will do likewise for each quarter. Expenses are currently within our budget and our revenues are exceeding estimates. All bills are paid, and we appear to be in strong fiscal shape in meeting this year's financial needs. The Budget will be reviewed at the upcoming AGM in April. NOTE: Any active CAMM member wanting to see copies of those detailed budget report submissions,

kindly contact me by email or phone, and they will be sent to you promptly.

2017 Joint CAMM/IFSMA Conference at MITAGS

Save the dates now for the upcoming 2017 Joint CAMM/IFSMA Conference, April 17-22, 2017. For conference details see pages 20-23.

We are seeking sponsors for the event and you can help. We encourage you to contact your company or employer and make them aware of this International Maritime Conference and of the sponsorships available (see pg 23). Our current sponsor's logos are displayed in *Sidelights* and on our website. We are grateful that over a dozen CAMM members and officers have stepped up as sponsors at the Contributor Level. Consider joining their ranks.

The theme for this year's conference is Protecting and Informing the Master Mariner in the 21st Century. We have interesting speakers/presenters for our PDC and the IFSMA's Presentation of Papers. Social events are planned which include a traditional "Maryland Crab Feast" outing, an evening dinner cruise in Baltimore Harbor and day tours & luncheons offered to the spouses and guests. The Lalonde Award will be presented at the semi-formal Closing Dinner Friday night and we have invited the Commandant of the United States Coast Guard,

Letters to the Editor

Admiral Paul F. Zukunft, to be our Keynote Speaker. Plan on joining us and bring your spouse or a guest.

Thanks for your time and interest. As always, I appreciate your continued support for CAMM, and your encouragements as well. So until next time, Smooth Sailing'.

Respectfully,



Capt. Manny Aschemeyer # 1548-RU
National Secretary/Treasurer for CAMM

CAMM welcomes Letters to the Editor and we intend to make it a regular feature in the magazine. Please share your comments, perspectives and opinions on articles and subjects published in Sidelights by writing a "Letter to the Editor." Email letters to sidelights@mastermariner.org or mail to: Sidelights Editor, 4675 144th PI SE, Bellevue, WA, 98006. If there is a particular issue of concern you would like to see addressed, or if you have an article for publication, please email to sidelights@mastermariner.org.

New Members

Welcome Aboard!

You now have all the benefits of CAMM membership!

#3421-AC Cadet **Charles K McDonald** of Grass Valley, CA
Student at the *CSU Maritime Academy* in Vallejo, CA

#3422-AC Cadet **Thomas C. Christofk** of Truckee, CA
Student at the *CSU Maritime Academy* in Vallejo, CA

#3423-AC Cadet **Andrew J. Manning** of Foster City, CA
Student at the *CSU Maritime Academy* in Vallejo, CA

#3424-AC Cadet **Samuel James Taylor** of Orangevale, CA
Student at the *CSU Maritime Academy* in Vallejo, CA

All cadets sponsored by Captain/Professor
Tuuli Messer Bookman (CAMM # 3293-S)

#3425-S Captain **Kevin Patrick Clarke** of Rockaway Beach, NY
Master Mariner (unlimited)
Asst. Professor at *USMMA*, Kings Point, NY
SUNY Maritime Academy Grad, class of '95;
Sponsored by: Capt. Sean Tortola, CAMM # 3344-RU

#3426-RU Captain **Darrin Niklas Muenzberg** of Pena Blanca, NM
Master Mariner (unlimited)
Sailed as Master for APL
Currently working as Trial Master for Vigor Industrial
Cal Maritime Academy Grad, Class of '96
Sponsored by: Capt. Joe Hartnett, CAMM # 2193-RU

#3427-S5 Captain **Darren Deveir Kerney**, of Hayes, VA
Master Mariner (500-Ton)
Currently sailing as Master of Tugs for Moran Towing of VA
Tidewater School of Nav. Grad ('87);
Sponsored by his father: Captain Jay E. Kerney, CAMM # 1424-RU

New Lifetime Members
Congratulations and thank you for your long and loyal support!

#1091-L Captain **Robert E. Klemm** of Carson City, NV
CAMM member 35 years (age 91)
He retired from sailing in 1983

Reinstated Member
Great to have you with us again!

#2807-RP Captain **John C. Traut** of Catonsville, MD
Currently working as a Chesapeake Bay Pilot for AMP
Sponsored by: Capt. Joe Hartnett CAMM # 2193-RU



Council Reports

View and Positions Report

Captain Frank Zabrocky, #1964-RU

Positions Chairman

Unfortunately, I will be absent from this year's very special AGM in conjunction with IFSMA. My daughter's college is having its annual cardboard boat race that weekend, and my input will be in demand while her team prepares their three person boat for this significant challenge. In my absence, I have been informed that current Positions will be reviewed and updated as needed. I encourage members and chapter representatives, who are planning on attending the AGM, to review the current Positions and Views on the CAMM website (<http://www.mastermariner.org/positions/>). Chapter representatives should seek input from their chapter membership. Being familiar with our Positions prior to the meeting should accelerate the review process and engender good debate.

Sidelights and CAMM Media Report

Captain RJ Klein, Sidelights Editor

Sidelights continues its endeavor to obtain more advertising to move our magazine toward becoming revenue natural. We have some new leads and are expecting them to bear fruit in the near future. We welcome comments and input from the membership. The Board of Governors has appointed a Website Update Committee consisting of President Jeff Cowan, Sec/Treas Manny Aschmeyer, LA/LBC Chapter President David Boatner, and Past President/*Sidelights* Editor RJ Klein. Realizing that our current website is outdated and in need of an overhaul (it was first constructed in 2008), the Committee is exploring options to

update the website at a reasonable cost. The main goal will be to make the site more user-friendly, both to members and visitors, while making it easier to keep the information current. CAMM also has a National Facebook account. Check it out and become a follower at: <https://www.facebook.com/councilamericanmastermariners/>

1st VP Report: Government and Public Relations

Captain Joe Hartnett, #2193-RF

I would like to welcome the members of CAMM and the International members of IFSMA to "CHARM CITY" for our 2017 JOINT CONFERENCE. I hope everyone enjoys their visit and returns home with fond memories of our city and conference.

Special thanks to our Sponsors and to the members of the Conference Committee for their efforts in organizing this event.

All maritime industry eyes are on Washington, D.C. these days wondering how our industry will fare after the inauguration of President Donald Trump. Of particular concern is the continuation of important maritime programs such as the Jones Act; Cargo Preference; Maritime Security and various maritime friendly government loan programs.

I would urge all CAMM members to contact their local Representative and urge their support of the current maritime programs.

The significant changes in Washington, D.C. will also affect the Maritime Administration. I would like to thank the MARAD Administrator Paul "Chip" Jaenichen and Deputy MARAD Administrator Michael Rodriguez for their efforts on behalf of

the maritime industry during their tenure at the Maritime Administration.

2nd VP Report: Pilot Relations

Captain Paul Moloney, #1829-RU

Report not available.

North Atlantic VP Report

Captain Frank Zabrocky, #1964-RU

We must decide who we want to be. As we come up with more and better ideas for things for CAMM to do, we find that we don't have enough money to do all the things that could make CAMM more attractive to prospective members. We could be a very respectable, small, mostly volunteer organization that can't afford to do too much, but if we want to regularly send representatives to participate in meetings and publicize such activities to feed the professional interest of mariners, we could use more money.

According to "CAMM historian" Captain R. J. Klein, the founders of CAMM established the dues at \$10.00 in 1936. According to an inflation calculating web site, that ten dollars would be the equivalent of \$173 today. We are paying less than half of that and arguably doing a lot more with *Sidelights* and our web site.

Many CAMM members are also members of the Nautical Institute. The Nautical Institute (NI) attracts a diversity of members worldwide and manages to maintain their professional interest. NI has a geographic advantage being located about a block from IMO headquarters in London, but NI dues is about 120 pounds (almost \$150) for a sailing member and about half that for retirees. They bring in enough money to pay rent and employ staff.



Members should give some thought to the relationship between the council's mission and the financing of it

New York Metro

Captain George Sandberg, #1919-RU
Chapter President

Report not available.

Baltimore/Washington Report

Captain Joe Hartnett, #2193-RP

The Apostleship of the Sea seafarers center in Baltimore experienced a burglary and devastating fire in December. Members of the maritime community in Baltimore have joined forces to assist the center in its mission to seafarers. Our chapter has offered to assist as necessary to insure that the center is able to provide for the seafarers who are visiting the Port of Baltimore.

Our chapter will be assisting CAMM National in hosting the 2017 JOINT CONFERENCE with IFSMA in April. I would urge all CAMM members to consider participating in this important conference with our international guests. Volunteers are always welcome. Contact J. Hartnett for details.

South Atlantic VP Report

Captain Liz Clark, #997-RU,
Chapter President

Report not available.

Port Everglades/Miami

Captain Paul Coan, #3021-RU,
Chapter President

Report not available.

Tampa Bay

Captain Ron Meiczinger, #1747-RU,
Chapter Secretary

Report not available.

Gulf VP Report

Captain Michael McCright, #2753-S

See Houston report.

Mobile Bay

Captain Jerome "Rusty" Kilgore, Chapter President

Report not available.

New Orleans

CE Horace George, #3223-A,
Chapter Secretary

December Meeting

The New Orleans Chapter of CAMM celebrated the Christmas Season as well as the end of another successful year by enjoying a very nice Luncheon at the Red Maple Restaurant in Gretna, LA just across the river from the city of New Orleans. We had a fine group of members and their guests, 26 total, to enjoy a couple of hours of fellowship with old friends and those from all parts of the Maritime Industry. There was good participation in the many Raffle items, the proceeds of which were used to defray some of the expenses of the Luncheon. A delicious meal was served and enjoyed by all.

Chapter President, Captain Ed Higgins, gave a brief talk prior to the meal. He gave a brief summary of the years activities and he thanked everyone who worked to make the year a success.

The next meeting of the Chapter will be on 19 January, one week later than usual, to avoid a conflict with the passenger ships which will be in port on 12 January. The meeting will be used for planning the year, so no special speaker will be there. We do hope to get an update from Glenn Jackson regarding his observations on the EL FARO tragedy investigation. Also the upcoming Joint IFSMA-CAMM Conference will be discussed.

January Meeting

Due to a conflict with the cruise ship schedule in New Orleans and its effect on the Global Maritime Ministry, we shifted the January meeting from 12 January to 19 January, 2017. We had a nice turnout of 8 members and guests and all enjoyed a nice lunch prepared by the local volunteers.

Regarding the monthly meetings: Due to regular conflicts on the 2nd Thursday of the month with the Cruise ship schedules, the membership, in consultation with the Maritime

Ministry, voted to move all monthly meetings to the 2nd Tuesday of the month, the only exception possibly being the December meeting.

Member Glen Jackson gave an update of the El Faro log transcript that he has been studying as it is available on the internet. Many items of interest come to light and give the Chapter members material for spirited discussion. Mr. Jackson will be returning to Jacksonville in early February for another session of hearings lasting approximately 2 weeks. We look forward to his report at the March meeting of CAMM.

In our "new business" part of the meeting, the subject of the National CAMM web site and E-mail programs was brought up. There are a number of problems that need to be addressed. The New Orleans Chapter feels that outside help for improving or updating systems should wait for discussion at the BOG meeting in April. Our reasoning for this is the uncertain effect on the budget and the National's treasury at this time.

Houston

Captain Michael McCright, #2753-S,
Chapter President

Report not available.

South Pacific VP Report

Captain Klaus "Nick" Niem, #2167-RU

Report not available.

Los Angeles/Long Beach

Captain Dave Boatner, #2162-RU,
Chapter President

Report not available.

North Pacific VP Report

Captain Cal Hunziker, #2457-R

Report not available.

Columbia River

Captain Bill Good, #1924-RU,
Chapter Secretary

Report not available.

Continued on next page >>>

Council Reports >>> Cont'd from page 11

Seattle PNW

Captain Doug Subcleff, #2329-RU,

Chapter Secretary

A total of 16 attended our December 8, 2016 meeting. Chapter Treasurer, Captain Donald Moore, organized this luncheon as a year's end Christmas Party event. Mrs. Jackie Moore contributed her homemade chocolates, decorated with the CAMM logo and packaged in a festive box for each attendee. Our Seagoing Vice President, Captain Kevin Coulombe, home on leave, was able to attend this meeting, along with his wife Mary. He spoke about his most recent voyage to the Middle East, and described how the port of Jebel Ali has been able to reach the highest rankings in container moves per hour.

The meeting agenda also included a review of our meetings in 2016. We were fortunate to have amazing guest speakers, such as Mrs. Jean Cox, General Manager, Cruise Terminals of America; Captain Dale Pedersen, skipper of the historic 1922 ferry, Virginia V; Mr. Elliot Strong, Vice President and Captain George Collazo, Port Captain, of Coastal Transportation; and, in October, our 2016 Maritime Person of the Year honoree, Captain Deborah Dempsey.

A total of 20 were in attendance for our first meeting of 2017, held on January 12th, at the McCormick & Schmick's Lake Union restaurant. Captains Mel Flavel and Jack Cox led a discussion on the recent acquisition moves by German-based ferry operator FRS (Forde Reederei Seetouristik), including their majority interest in Seattle-based Clipper Navigation. A new high-speed catamaran service between Victoria and Vancouver is planned. The ferry, Familie Dufour II, previous used in Quebec, is now being refitted in shipyard and should be in service in spring, 2017, with the new

name: V2V Empress. Our discussion included expressed concerns about how high-speed ferries are being operated: manning, work agreements, regs, etc.

USMMA Sea Year Stand-down: Captain Klein then led a discussion about the decision to suspend the Sea Year training of USMMA cadets on commercial ships until a study is made of their sexual assault and harassment policies and procedures. Captain Klein was asked to post his thoughts in an article for Forbes online magazine: <http://www.forbes.com/sites/realspin/2017/01/19/an-urgent-call-to-help-maritime-security-and-american-labor-via-the-merchant-marine-academy/#11f831d966fe>

Note: since this article was posted,

an action plan has been instituted that should get cadets back to the Sea Year training, as soon as shipping companies show they meet the prescribed criteria.

Our guest speaker was Rebecca Huycke Ellison, daughter of Captain Harold Huycke, one of our most esteemed members, who passed in 2007. Rebecca spoke about how she took on one of her father's unfinished book projects. Captain Huycke had, for many years, worked with another maritime historian, John Lyman, to research and edit a personal memoir written by Captain Daniel Killman, a sailing ship master, whose career began in the 1860's. But, after the passing of both John Lyman, and later, Captain Huycke, the book project sat



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Top: Captain Peter Chelomedos (far left at end of table) makes a point to the guest speaker Rebecca Huycke Ellison at the January CMM Seattle PNW Meeting.



Middle Left: Visiting the Virginia V in shipyard, L to R: Captain Chuck Lund, Captain Don Moore, Pat Hartle, Jackie Moore, and Roger Ottenbach .

Bottom Left: The Virginia V in Drydock, at Pacific Fisherman Shipyard



Bottom Right: Jackie Moore with her Edmonds Kitchen Candies for those in attendace at the ecamatan meeting.



on the shelf. Years later, Rebecca was able to compile and complete the work. She won the 2013 Karl Kortum Award for Maritime History in the process, and had the book, "Forty Years Master: A Life in Sail & Steam", published in 2016 by Texas A&M Press. The book has been described as "a gripping memoir of life at sea during the waning days of sail and the rise of steam....with

Killman's rollicking narrative of storms, surly mates, bustling ports, and the business of navigating the high seas...." On January 24th, a shipyard field trip was arranged by Captain Don Moore, in coordination with Mr. Heron Scott, Executive Director of the Virginia V Foundation, to visit the historic 1922-built ferry in the Pacific Fisherman Shipyard drydock. The tour

group of six was allowed to observe the shipwrights at work as they removed old wood frames from the starboard quarter, and then installed new pieces that were custom made to fit into place. Our next Chapter meeting, on February 9th, is our annual luncheon to honor women in the maritime industry. Captain Sandra Bendixen, Crowley Maritime, will be the guest speaker. ☆



by Captain Frank Zabrocky # 1964 RU

North Atlantic Ramblings and Rants

I was at the Kings Point Homecoming and football game this past year looking for scoops for my Sidelights column.

I watched from the bleachers as the requisite classes did their march-on holding banners emblazoned with their graduation year. As the alums stood waiting for the last few classes to march into position on the field, a class (I believe it was from the 80's) held up a large sign which stated "Send 'em back to sea."

This was apparently their way to encourage the administration to resume putting students at sea on merchant ships. I noticed that the suggestion got a spontaneous round of applause from the observers in the bleachers when it went up.

Soon a man in an official light blue shirt walked out onto the field and after some negotiating with the class holding the sign, he took the sign and walked it toward the sidelines.

When he got to the sidelines, he was in full view of the people in the bleachers and all the alumni who had marched onto the field. In sight of all, he made a display of tearing up the poster and stuffing it into a trash barrel.

I don't know if that act qualifies as bullying but I suspect it was at least humiliating for the alumnus who created and displayed the poster and for the fans in the stands who cheered its appearance.

Many of these people gave up a lot of their time and money and came a long distance to pay their respects to their alma mater. Isn't this the type of behavior that MARAD wants to have eliminated? What about the 1st Amendment Rights? ☆

From the minutes of the Council, 11 March 1947:

"American shipping and perhaps all other transportation, should be under a separate department of the government and not be used as 'bean filling' for the Coast Guard or Navy."

A Peek at CAMM History

From the minutes of the Council, 11 March 1947:

"American shipping and perhaps all other transportation, should be under a separate department of the government and not be used as 'bean filling' for the Coast Guard or Navy."

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So as Not to Forget!

The headline for the Port Arthur News read, "US Bombers Sink Jap Cruiser."



by Father
Sinclair Oubre
CAMM Chaplain
#3220-A

On page 12, the community is told that the new movie, *The Maltese Falcon*, with Humphrey Bogart, and Mary Astor would be opening at the Pearce Movie Theater. This was January 20, 1942, and the impact of the German Navy's Operation Drumbeat had come home to my hometown that day. U-boat 123 attacked the Gulf Oil tanker SS Malay off North Carolina en route in ballast from Philadelphia to Port Arthur, Texas. At 1034 hours on January 29, 1942, she was leading a five-ship unescorted convoy when she began to be shelled by Capt. Hardegen.

According to U-boat.net, Capt. Hardegen misjudged the size of the tanker, and though his gunners hit the Malay with numerous shells, the ship refused to sink. At 1244 hours, U-boat 123 fired a torpedo, striking the Malay in the #7 starboard wing tank. The crew abandoned ship, but after an hour, the crew reboarded, built steam in the boilers, and sailed for Hampton Roads at eight knots.

Of the 34-member crew, five were lost. One was the fireman Clifford Ashby. He was born in Seattle, but had moved to Port Arthur seven years previously. He was married to Ruby Faulk, who was pregnant with their first child.

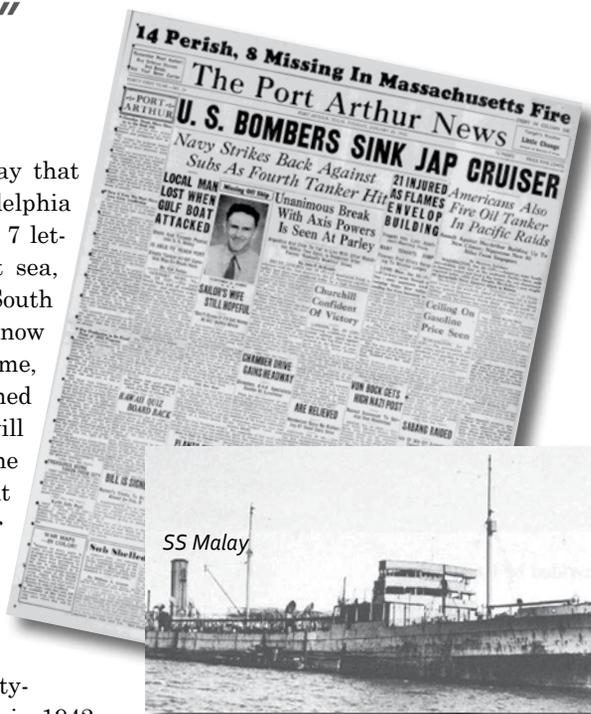
Clifford had sailed from Port Arthur on the Gulfqueen in October of 1941, bound for New York. On November 23,

1941, he called his wife to say that he was sailing from Philadelphia to Houston, but in a January 7 letter, he revealed that once at sea, sealed orders sent his ship to South America, and that, "I don't know when I will be able to get home, if at all." In Venezuela, he signed on the SS Malay, "... which will at least bring me back to the United States." How prescient was his statement about never returning home again to see his wife and soon-to-be child.

The SS Malay was the first of 35 ships damaged or sunk during World War II. Thirty-three ships would be attacked in 1942 alone. The attack on the Malay was quickly followed on January 27, 1942, by the attack on the Atlantic Refining Company's tanker SS Francis E. Powell.

The Francis E. Powell, according to Michael Gannon's book *Operation Drumbeat*, was the final vessel sunk in Operation Drumbeat. Sailing from Port Arthur, Texas to Providence, Rhode Island, with full load of fuel oil and gasoline, she was attacked by U-boat 130. Of her 32-man crew, four mariners were lost. In this case, Southeast Texas residents, first assistant Ernest Brown and Carl Amundson, were rescued.

Reading through Capt. Arthur R. Moore's haunting book, "A careless word . . . a needless sinking", I am overwhelmed by the loss of life, and the tremendous suffering our brothers of the sea endured. However, most of the people in Southeast Texas are totally unaware of how many of the neighbors of their great-grand parents



endured so much, and suffered so much to support our efforts to defeat Nazi Germany and Imperial Japan.

By the time you read this column, I will have conducted a special service at the Port Arthur International Seafarers' Center to remember SS Malay, SS Francis E. Powell, and the SS China Arrow. Each month during 2017, I will remember in prayer, and toll the ship's bell for each of the mariners who set sail from our maritime communities, and never returned home.

By remembering these vessels, and their crews' courage and endurance, these men's memories can be kept alive, and we can honor them for their service to their neighbors and their country.

I pray that during this 75th Anniversary of the beginning of Operation Drumbeat, you will take time, and learn about your local merchant mariners, and the great tasks they performed during World War II ☆

Would Autonomous Ships Be Good for Society?

There has been a good deal of discussion recently suggesting that unmanned, autonomous ships represent the future of the maritime industry.



by Captain
George Quick

autonomous, unmanned ships as a key element for a competitive and sustainable European shipping industry in the future.

The EU has had a long-term goal of making short sea shipping more competitive with road and rail transport, which is under stress from the transportation bottlenecks caused by increasing volumes of internal trade. Faced with massive infrastructure costs to upgrade road and rail, the EU is making a concerted effort at the policy level to move large volumes of cargo from land to the “motorways of the sea.”

The discussion has also been influenced by ambitious press releases from equipment manufacturers and potential service suppliers, who are expanding the concept to include a proposed automated global shipping industry. This would create a new market for vendors, but it is not driven by user demand.

There is little doubt that advances in information and communications technology and robotics will impact the maritime industry and accelerate changes in the way ships are operated. We have already seen the effects of automation in the manufacturing and distribution sectors and the

discussion has been primarily driven by EU-funded research that sees

massive changes they have brought. The concepts underlying autonomous ships are based on the “Industry 4.0” (1) model recently developed in Germany, in which cyber-physical systems would monitor sensors, create a virtual copy of the physical world and permit decentralized decisions. Its goal is managing automated production within a “Smart Factory” and the integration of multiple factories, suppliers, distributors and consumers through the internet of things or services. But it is questionable whether a model developed for a controlled manufacturing environment can be transplanted to the dynamic, global, uncontrolled and open maritime environment.

Given both the unique nature of the maritime industry and the exponential growth in the application of technology, any attempt to predict the extent and consequences of automation is speculative at best. Any change will come in stages, and each stage will require evaluation.

One stage will certainly include remote monitoring of all functions aboard ships with far greater shoreside management of shipboard operations. To some extent, for certain functions, remote monitoring has been around for decades. Cost considerations and bandwidth have been limiting factors, but now that is changing. Efforts at the International Maritime Organization (IMO) to develop and implement technology to support e-Navigation – includ-

ing interoperability and harmonization of information between ship and shore – could potentially be a precursor to remotely controlled ships. That raises, at least as a concept, the possibility of truly autonomous, unmanned ships making their own decisions using artificial intelligence. While this seems like fantasy at the present time, given the increasing capabilities of technology, it cannot be completely ruled out as a possibility in the decades ahead.

The pace and extent of how this will all evolve in international shipping will primarily be determined by economics and risk factors. It is anticipated that the cost of building a ship with the required technology and redundancies for remotely controlled operation may be higher than that of a conventional ship, even with the elimination of the crew’s accommodations. The system would also require shoreside infrastructure with a global reach for monitoring and control, as well as expensive shoreside support for maintenance, repairs and functions now carried out on conventional ships by seafarers from relatively low-cost-labor-supply countries.

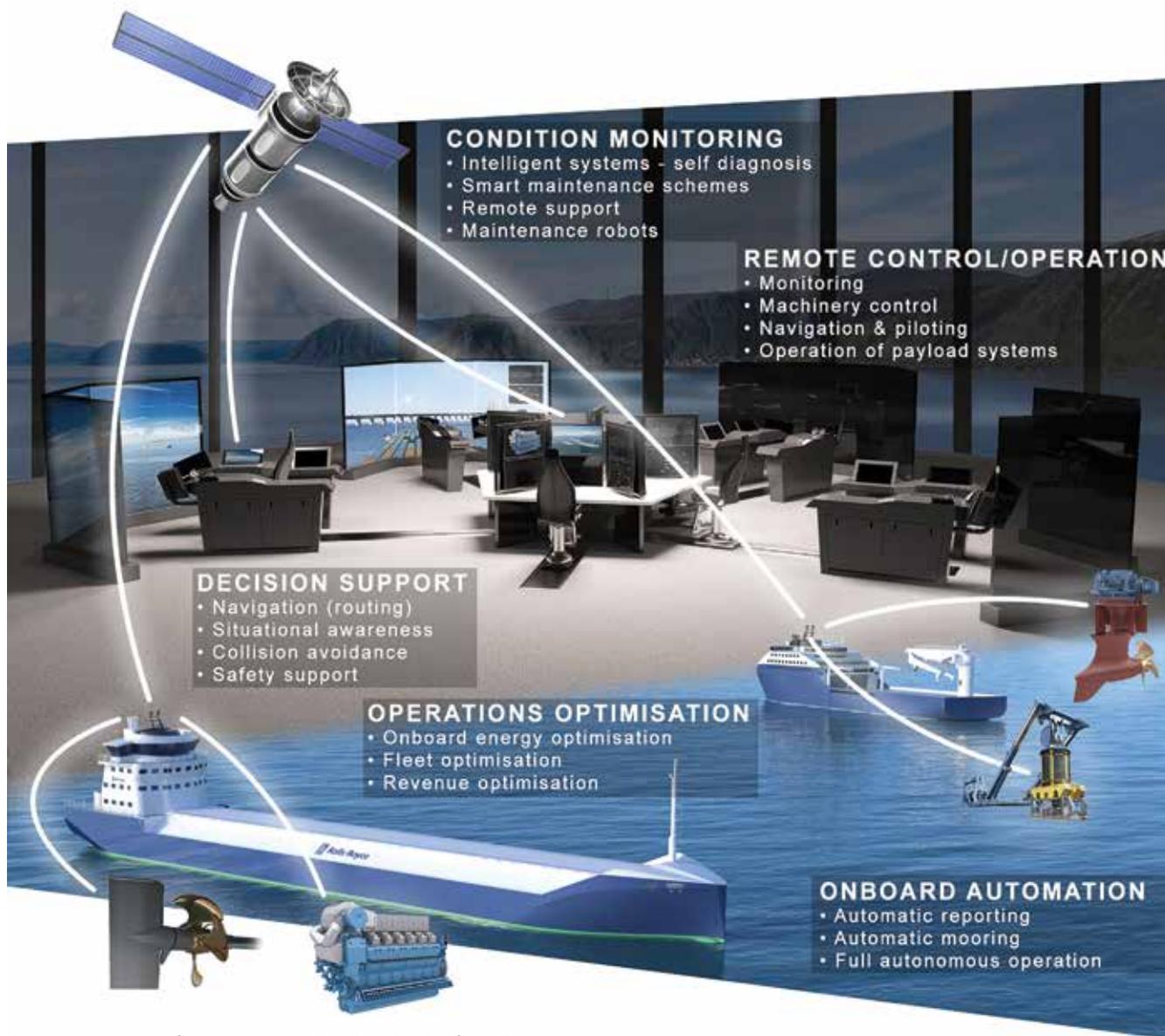
Can the additional costs of an autonomous system be offset by substantial reductions in crewing costs, or their complete elimination? If not, there is no economic justification for ship owners to shift to autonomous ships. It is estimated that crewing costs are only about six percent of the overall cost of running a ship. (2) Capital

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It is estimated that crewing costs are only about six percent of the overall cost of running a ship. (2) Capital



Operational concept for autonomous ships. Are they the future?

PHOTO COURTESY ROLLS-ROYCE

costs are about 42 percent and voyage costs, including bunkers, run about 40 percent. There can be no doubt that shipping is capital intensive rather than labor intensive.

Even if all manning were to be eliminated, it is not at all clear how the relatively minor savings in crewing expenses could compensate for the additional costs of building and operating a remotely controlled autonomous ship system and its supporting shore-side infrastructure.

There has been a disturbing degree of enthusiasm in some circles for autonomous ships, which would create

massive unemployment of the world's seafarers and disrupt the economy of the maritime labor supply countries, all to achieve a rather minor reduction in the cost of shipping. But so far there has been a noticeable lack of enthusiasm for autonomous ships among shipowners; perhaps they have a better grasp of the economics than the enthusiastic proponents.

Maersk has indicated that it may be looking at some form of autonomous ships in the 2030-35 timeframe, which would coincide with the end of the useful life of their recent newbuilds. But ship owners will only embrace auton-

omous shipping if it is commercially viable and they can gain a competitive advantage by eliminating the costs of seafarers. As we see from the statistics, however, the extent of any cost reduction accomplished through cuts in manning would be limited at best.

Advocates of autonomous ships are attempting to justify their position based on a shortage and a fictional lack of competency of seafarers. They propose a "solution" they say would lower costs and increase safety through eliminating seafarers and

Continued on next page >>>

Autonomous Ships >>> Cont'd from page 17

with them the risk of human error. They fail, however, to acknowledge the very real risk of introducing new sources of error in technical systems, communication links, cyber security and remote human controllers who are isolated from the reality of the ship and its actual environment. The greater the complexity, interdependencies and links within a system, the greater the opportunity for errors and failures.

We should be skeptical of optimistic projections of the future benefits and efficiencies of autonomous ships that are based on the aspirational views of advocates who have a commercial stake in creating a market for an autonomous ship system. A great deal of investors' money has been lost in the past through bets on over-hyped expectations regarding new technology. The "Dot-com" bubble of 2000 is a good example.

There is also a misconception that complex, highly automated systems require highly skilled operators. But neither the experience of other industries nor the academic literature support such a view. As the technology assumes increasingly complex functions, there is a down-skilling of operators who become dependent on highly automated, self-regulating systems. The more automated the system, the less is required of the human operator since basic competencies and lower level decision making functions are built into the technology.

The human operator loses the opportunity to develop through experience the deeper skills and talents, such as assessment and judgment. (3) The problem with machines that think is that they give rise to people who don't need to think. This presents a significant challenge in the dynamic and complex maritime world, where assessment and judgment, based on experience and total situational awareness, are fundamental to making the "right"

decisions – often under tight time constraints – that can spell the difference between a safe passage and disaster.

Replacing skills and active participation with the boring task of monitoring displays can lead to a dangerous level of complacency. When things go wrong, the handover problem between the automated system and the complacent, uninvolved human operator—with degraded skills and situational awareness—has proven to be a major problem. The significance of this problem has been demonstrated in the air transport sector and other industries.

There is, in addition, the need to take a much broader view of automation, beyond its impact on the maritime sector. What is required is a realistic view of automation's social and political consequences in the world at large. The assertion that technology is a purely benevolent force, whose only impact on society is a positive one, is clearly erroneous. There is no economic law that says that everyone, or even most people, will inevitably benefit from technological progress. Technology is neither good nor bad. Unlike humans, it has no moral or ethical values.

Technology is a powerful force that can destabilize institutions and industries, upset the social contract between capital and labor – as well as the traditional employer/employee relationship – with profound consequences. The changes it brings have been compared to a fourth industrial revolution. (4) And there is considerable concern in academic circles regarding technology's impact on the future of our society, on our economic system and on our political institutions. The issue is not solely of concern to people being replaced by technology; this year at the World Economic Forum at Davos, it was the main topic of discussion among global leaders.

Academics estimate that as much

as 50-70 percent of the labor force can ultimately be replaced by technology. The gains that automation produces from increased productivity with lower labor costs primarily benefit the capital investors who own and control the technology. The resulting profit-concentrating effects, coupled with technological unemployment or under-employment, are largely responsible for the increasing inequality of income that is creating social tensions and political turmoil in the United States and elsewhere. Globalization has been the ready scapegoat of politicians, but technological unemployment is responsible for much of the problem.

Technology-generated income inequality is also a threat to our free market economic system because it reduces consumer demand by reducing the number of consumers, principally workers, with the ability to purchase goods. Our free market system is based on consumer demand driving manufacturing and production. In past industrial revolutions (steam, mass production, electricity), an increase in demand created more jobs in production. Those jobs would in turn increase consumer spending and drive up production. In the fourth industrial revolution, with technology replacing workers, this classic economic principle no longer holds true. The cycle between consumer demand, production and jobs has been disrupted. Automation now allows for a scaling-up of production coupled with little if any increase in the number of jobs. This is evident in the economic data; corporate profits and the stock market go up, while worker income and consumer demand are near stagnant.

The factors of primary concern to society are the consequences of the change in the nature of work (or even its elimination); the distribution between capital and labor of the enormous gains in productivity that derive from technolo-



Computer generated image of autonomous ships.

PHOTO COURTESY ROLLS-ROYCE

gy; the preservation of the traditional employer/employee relationship, which provides stability and social benefits; and the effect on the future of society as a whole of technology and robotics replacing or down-skilling workers.

In a globalized industry, these are not issues that lend themselves to easy solution. They involve economic and political issues – which impact the society as a whole – regarding the distribution of productivity gains derived from technology. In our democratic free market system, individual economic decisions are determined by self-interest. Matters of common interest to the welfare of society at large should be addressed on a political level through good governance. The negative consequences of the disruptive power of technology may not be the fault of technology, but the failure of government policies to address its impact on society.

Where technology ultimately takes us will be decided within political institutions, legislative bodies, regulatory

agencies and international organizations such as the United Nations and the IMO. What is needed is a common understanding of the issues and a coordinated effort to protect not only the interests of seafarers and workers but also the future of our society as a whole.

These thoughts have touched primarily on the broader economic and social issues. There is a great deal more to be said on the technical aspects—legal and regulatory, ultimate responsibility and liability for risks, human factors and man/machine interface issues, software quality, cyber security, reliability of the communication/data links, and engineering, sensor and technical systems—that will be left for another discussion. ☆

Capt. George Quick is Vice President of the Pilot Membership Group at the International Organization of Masters, Mates & Pilots (MM&P). He serves on the delegation of the International Transport

Workers Federation (ITF) to the IMO Maritime Safety Committee, the IMO Legal Committee and the IMO Facilitation Committee.

Sources :

- (1) *“Industrie 4.0” originated in a working group organized by the [German government](#) to promote the [computerization](#) of manufacturing. The final report of Working Group Industry 4.0 was presented in April 2013.*
- (2) *Martin Stopford, “Marine Economics (Third Edition),” page 225. Based on data for a Capesize bulker. At today’s bunker rates, my rough calculations are that manning costs fluctuate between 3% and 5%, depending on the volatility of bunker rates and their impact on voyage costs.*
- (3) *“The Glass Cage, Automation and Us,” by Nicholas Carr.*
- (4) *“The Fourth Industrial Revolution” by Klaus Schwab, Executive Chairman, World Economic Forum, Davos.*



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Wednesday, April 19

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Thursday, April 20

CAMM Professional Development Conference

Friday, April 21

CAMM General Business Meeting

- ✦ Council Business
- ✦ Views & Positions

IFSMA-CAMM Banquet Dinner

- Keynote Speaker:
- ✦ Lalonde 'Spirit of the Seas' Award
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President Resilient Navigator
and Timing Foundation

Mr. Goward is retired from the U.S. federal Senior Executive Service as the nation's maritime navigation authority. He has represented the US at IMO, IALA, the UN anti-piracy working group, and at other international forums. He is a member of the Administration's National PNT Advisory Board, Chairman of the Board for the Association for Rescue at Sea, and proprietor at Maritime Governance, LLC.



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President MX-Bremen Schiffsmeldedienst

Captain Peter Langbein graduated from the University of Applied Sciences in Bremen, Germany and received his degree in "Diplom Nautiker" and "AGW" (Watchkeeping Officer). In 1991, Captain Langbein came ashore to work for Bremer Schiffsmeldedienst (BSDM). He has been a member of the International Ship Reporting Association since 1995 and is acknowledged as a Lloyd's sub-agency.



New Electronic Age for Masters

Mr. Glen Paine

Executive Director MITAGS

Mr. Paine is a graduate of the United States Merchant Marine Academy and holds a master's degree in general administration from the University of Maryland, an undergraduate degree. Mr. Paine holds a USCG Merchant Marine Chief Mate, Unlimited Tonnage, Oceans, License and currently serves as the Executive Director MITAGS



Navigation Skills Assessment Program

Captain Jim Patti

President Maritime Institute for Research
And Industrial Development

Captain Patti graduated from George Washington University and from the Catholic University Columbus School. He is President of the Maritime Institute and currently serves on the Executive Committee of the National Propeller Club of the United States Board of Directors.



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Events (Put a check mark in the boxes you plan to attend)					
	Event	Attendee	Guest 1	Guest 2	Total
Monday April 17	Golf Outing: Includes green fees, balls, cart & lunch: \$80 / golfer				\$
	Welcome Reception	No Charge			
Tuesday April 18	IFSMA Annual General Assembly (GA) IFSMA Professional Papers Presentation (PPP)	No Charge			
	Guest Outing: Tour of Washington, D.C.	\$50 / person			\$
	Crab Feast	\$70 / person			\$
Wednesday April 19	IFSMA PPP Continued	No Charge			
	CAMM-IFSMA Welcome reception	No Charge			
Thursday April 20	CAMM Professional Development Conference	\$60 / person			\$
	Guest Outing: Historic Annapolis	\$50 / person	 		\$
	Dinner Cruise	\$70 / person			\$
Friday April 21	CAMM General Meeting (AGM)	\$60 / person			\$
	Closing Dinner (Meal to be Surf & Turf)	\$70 / person			\$
Grand Total Due					\$

Please check all that apply:

I require special needs and/or assistance (please explain): _____

Please return this form with check payable to "CAMM" **no later than March 20, 2017 to:**

Captain Manny Aschemeyer, CAMM-IFSMA Conference, 30623 Chihuahua Valley Rd, Warner Springs, CA 92086-9220

*Registration and payments may also be made online at www.mastermariner.org/2017camm-ifsma



Sponsorships Available for 2017 Joint CAMM – IFSMA Conference

The Following Sponsorships Include:

- Inclusion of company promotional items in the Welcome Kit (given to all attendees)
- Acknowledgments made from the lectern during all meetings and plenary sessions
- Company logo posted prominently on CAMM annual meeting web page
- Company logo featured on event promotion page in *Sidelights*, CAMM's magazine

Blue Riband - \$10,000

- Two (2) tables of eight (8) for the Joint IFSMA/ CAMM Banquet, priority seating
- Ten (10) tickets for the dinner cruise event; and to the "casual social event"
- Priority placement of company logo in all event-related print materials
- Preferential placement of six-foot table for promotional display

America's Cup - \$5,000

- One (1) table of eight (8) for the joint IFSMA/CAMM Banquet, priority seating
- Six (6) tickets for the dinner cruise event; and to the "casual social event"
- Priority placement of company logo in all event-related materials
- Preferential placement of six-foot table for promotional display

Commodore - \$3,000

- Four (4) tickets for the joint IFSMA/CAMM Banquet
- Four (4) tickets to the dinner cruise event OR to the "casual social event"
- Company logo included in all event-related materials
- Six-foot table for promotional display

Master Mariner - \$1000

- Two (2) tickets for the joint IFSMA/CAMM Banquet
- Two (2) tickets to the dinner cruise event OR to the "casual social event"
- Company logo included in all event-related materials

Staff Captain - \$500

- Company logo posted on CAMM annual meeting web page
- Company logo on event promotion page in *Sidelights*, CAMM's magazine
- Company logo included in all event-related materials

Additional Sponsorships

These Sponsorships include:

- Acknowledgments made from the lectern during meetings prior to the event
- Company logo displayed as sponsor for the specific event
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- Company logo featured on event promotion page in *Sidelights*, CAMM's magazine
- Company logo in all event-related materials

Social Event Sponsor - \$2,000

- Logo/Banner display at event
- 2 tickets to event
- 2 sponsorships available

Luncheon Breaks- \$750/break

- Namecard & logo at sponsored set-up. 4 breaks are available; please indicate your preference.
- Tuesday: IFSMA
- Wednesday: IFSMA
- Thursday CAMM PDC
- Friday: CAMM AGM

Coffee Breaks- \$250/break

- Namecard & logo at sponsored set-up. Please indicate your preference. Availability is as of Jan 31.
- Tuesday: IFSMA (2 of 3 available)
- Wednesday: IFSMA (1 of 3 available)
- Thursday CAMM PDC (2 of 3 available)
- Friday: CAMM AGM (2 of 3 available)

Contributor

Includes your name or company listed on all event-related materials, CAMM annual meeting web page and in *Sidelights*, CAMM's magazine.

Welcome Kit Items

Any company or individual wishing to donate an item for the welcome kit will be given recognition during the event.

Sponsors may go online to register and pay for a sponsorship at <http://www.mastermariner.org/2017camm-ifsma/> or provide your company name, address, phone number, contact person and sponsorship level, and send it with a check to: Captain Manny Aschemeyer, CAMM - IFSMA Conference, 30623 Chihuabua Valley Road, Warner Springs CA 92086-9220

As a sponsoring organization, your company will be featured within our program, announcements from the lectern, logo posted at the conference, on the CAMM website, and Sidelights (CAMM's magazine). Maritime TV will broadcast this conference. The top level sponsorships come with benefits as described below. For additional information or questions please contact us at info@mastermariner.org. Please join us in our efforts to strengthen and support our U.S. Merchant Marine and the maritime industry as a whole by becoming a sponsor at this national and international conference.

Mike Rodriguez leaves MARAD for Texas A&M



By Will Watson

The Honorable Michael J. Rodriguez left his position as Deputy U.S. Maritime Administrator (MARAD) with the change of administration at the Academy stands out to me," Mr. Rodriguez tells *Sidelights* in an exclusive interview. He added that those years in academia uniquely qualify him for his new job in Galveston.

In 2001, Mr. Rodriguez joined the staff of the International Organization of Masters, Mates & Pilots (MM&P) as Executive Assistant to the International President where he administered labor contracts and represented the organization in numerous institutions, including the International Maritime Organization (IMO). "I'm very proud of the time I spent at MM&P, representing seafarers from around the world when I represented the ITF at the IMO," Mr. Rodriguez added.

Later, in 2009, Mr. Rodriguez joined the senior professional staff of the Coast Guard and Maritime Transportation Subcommittee of the U.S. House of Representatives, where he focused on maritime security and safety issues – including the inquiry into the DEEPWATER HORIZON casualty.

Captain Rodriguez, USNR, then held several posts attendant to his Navy Reserve commission, the most recent with the National Maritime Intelligence-Integration Office (NMIO) prior to his joining MARAD on October 20, 2014.

Mr. Rodriguez is proud of his time at MARAD and believes the Administration has been a cheerleader for the American maritime industry, the U.S. Flag Fleet and American seafarers, ship owners and operators. "There is a much greater awareness among the American people these days of the role the maritime industry plays in the movement of freight and cargo from manufacturers abroad to U.S. consumers," he commented, adding that the diverse role of MARAD is now more clear to many. "I'm often told by peo-

tions on January 20th and is looking forward to assuming his new duties as Superintendent of the Texas A&M Maritime Academy three days later. This is the latest chapter in Mike Rodriguez's lengthy maritime career that began when he became a Midshipman at the U.S. Merchant Marine Academy in 1975. Upon graduation from Kings Point four years later, Mike began his 17-year tenure as a merchant mariner. And, on coming ashore in 1995, he spent time as an application engineer with Nautical Technology Corporation before returning to the USMMA as an Academy Training Representative in the academy's Office of Professional Development and Career Services.

During that period, Mr. Rodriguez played a key role in integrating the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) as well as a major role in facilitating Kings Point's transition from a semester to a trimester calendar. In addition, he coached the rugby team and even played in a few games when the team was shorthanded. "My work

Michael J. Rodriguez CAMM # 3101

BORN: BLUE POINT, NEW YORK, NOV. 21, 1957

EDUCATED: U.S. MERCHANT MARINE ACADEMY
BACHELOR OF SCIENCE
UNIVERSITY OF BALTIMORE
BACHELOR OF ARTS IN BUSINESS
DOWLING COLLEGE (NY)
MASTERS IN BUSINESS ADMINISTRATION

MILITARY: U.S. NAVY / NAVY RESERVE – 1998 – PRESENT

RANK: CAPTAIN

FAMILY: WIFE AND TWO SONS

MEMBER: APOSTLESHIP OF THE SEA OF THE USA



Michael J. Rodriguez

ple of MARAD's programs, 'I didn't know MARAD does that.'" One such program is the Maritime Environmental and Technical Assistance (META) Program, which promotes research, demonstration and development of technologies and processes that improve maritime industry environmental sustainability.

Texas A&M Maritime
Mr. Rodriguez visited the Galveston

campus several times prior to his appointment and had occasion to meet and chat with many of the approximately 600 cadets, who are among the more than 2,400 students on that sub-campus of the overall Texas A&M University. "These cadets are young, enthusiastic, tech-savvy, talented and concerned about the future," Mr. Rodriguez said of those cadets he met. "I look forward to mentoring them as I did the midshipmen at Kings Point," he said adding that one aspect he stresses is sea time.

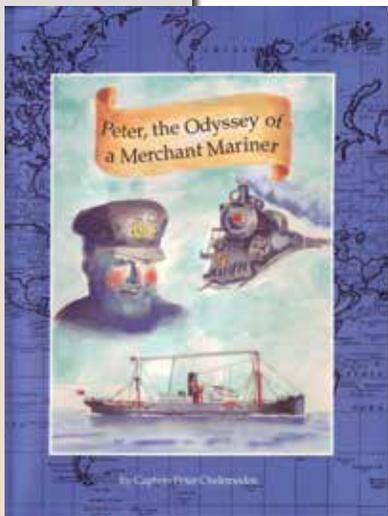
Fortunately, Texas A&M has a training ship, GENERAL RUDDER (EX KING'S POINTER), he said, adding that cadets at the school also train aboard the vessels of other state academies as well as aboard commercial ships. With the twin track curriculum that provides training for deck officers and engineering officers, Mr. Rodriguez looks forward to helping graduates to secure jobs at sea. Those cadets, who accept aid through MARAD's Student Initiative Program, have a three-year commitment at sea. "We want to explore every opportunity for graduating cadets

to get sea time," he pledged, adding that "when they come ashore, that time on deck plates will serve them well."

Among issues at the top of Mr. Rodriguez's "To Do" list at A&M is a review of the school's technology systems and a refinement of compliance with U.S. Coast Guard accountabilities for cadets. And, as he did at King's Point, he plans to make prevention of sexual assault and sexual harassment a top priority.

Mr. Rodriguez, a longtime CAMM member, is heartened that this year's annual meeting is being held in conjunction with the International Federation of Ship Masters Associations (IFSMA) because he sees international cooperation as a crucial factor to the survival and growth of the maritime industry. ☆

Will Watson, the author of this article is a CAMM member and a recovering journalist. He works as a consultant in Washington, DC and as an analyst and subject matter expert to the Intelligence Community.



by Captain
Peter Chelemedos
#1671-RU

Peter, the Odyssey of a Merchant Mariner

Chapter 32: Tug Charles

November 1961 - January 1962

A f t e r using up my compensating days (for weekends at sea on the MOHAWK), I was looking for another berth. On Monday, November 6, 1961, the call came. Captain King of Alaska Freight Lines had apparently gotten my name from Merle Adlum of the Master's Mates & Pilots Union (Local 6). I was told to report aboard the tug CHARLES at Duwamish shipyard to look it over and take it for one of their scheduled trips to Alaska. The CHARLES was a small (compared to the MoHAWK) "miki"-class tug. The "miki" class tugs were wooden-hulled tugs built during World War II, and saw much service hauling barges for the Army in Alaska. Since the war, the CHARLES had been run steadily between Seattle and Anchorage for Alaska Freight Lines.

I walked across the boat deck, observing the old-fashioned radial davits, from which a sailor was chipping out rust. No lifeboat, but one of those new "containerized" life rafts, which is supposed to inflate when it is thrown overboard.

The small wheelhouse was crammed to capacity with two radar sets, engine room telegraph, radio direction finder, loran, shipto-radio and a hallicrafter

radio. The charts were stacked on a hanging table under the deck-head in the after corner of the wheelhouse and were used one at a time in sequence on the way north, then stowed under the chart desk. Getting to the chart desk necessitated a climb over the "skipper's seat," a small bench-like affair between the GE radar set and the port door.

The passageway behind the wheelhouse led to Captain's quarters and down a ladder to the messroom and galley area on the main deck.

I sampled a cup of coffee. Then, seeing no one around to report to, I continued my tour.

By climbing down through the hatch forward, I came upon the crew's fo'c's'le with bunks lining both sides of the ship, three high, with stowage lockers beneath for some of the ship's dry stores.

The door through the "collision" bulkhead opened into the forepeak store room, lined with shelves for canned goods and containing the electric motor for the anchor winch.

Aft, through a passageway between two fuel tanks, was the engine room, where I passed between two well-painted Fairbanks Morse diesels, each driving its own propeller. The overall appearance of the engine room was of general cleanliness and care. Aft of the engines was the large electric panel, and behind this and again between fuel tanks, were passageways that led aft to the "lazarette," where spare lines, ropes, wires, etc. were stowed.

There appeared to be no watertight subdivision aft of the "collision" bulkhead in the forward end of the fo'c's'le.

I didn't find a skipper or mate aboard, so I drove up to the office to find Captain King and report in to him.

On Tuesday, I spent the day about the ship, looking alert and wise as I read through the publications I could find pertaining to the equipment aboard. I stowed my gear in the cabin I'd share with the chief mate on the boat deck aft of the skipper's quarters and just forward of the smoke stack.

The skipper, E. (Al) Cox, showed up, and later the mate came over from the tug alongside to move into the cabin with me. We learned we wouldn't be sailing until at least the next day, so everyone left the ship by 4:30 except for the chief engineer, who was asleep in his cabin, his son who awaited him and myself.

Wednesday morning, we shifted out of the Duwamish shipyard and out into Elliott Bay where we dumped our two cables into the bay before proceeding to Union Oil dock for stores and fuel for the voyage.

In the afternoon, we shifted back to Duwamish Waterway to the company's dock to put a new tow cable aboard and to make up to our tow, a wooden barge #1601.

The mate took me over the barge to show me where the soundings were to be taken and, in general, where and what the machinery aboard was and how it operated. This, in general terms: "The engineers will start it and you push this lever."

Since it was after 4:00 p.m. by the time we got "made up," we had to wait at the dock until 6:00 before we could get through the Spokane Street Bridge. We shifted barges around the dock



while waiting, then waited an extra hour while the engineers did some last-minute work on a battery bank.

At 7:00 p.m., we got underway and rounded West Point at 8:24 for our trip up the inside passage to Alaska.

The Thursday morning watch (midnight to 4:00 a.m.) was overcast, with calm waters from Hein Bank and up the passage east of San Juan Islands, past Deception Pass, Rosario Strait and up past Clark Island. I was secretly happy there were no gillnetters to worry my way through.

The afternoon watch was a long straight stretch in Georgia Straits, approaching Cape Lazo, and supper relief brought me inside of Cape Mudge past Campbell River.

I couldn't seem to stay awake to watch passage through Seymour Narrows.

Friday morning watch, black and windy took me through the upper part of Johnston Straits, past Alert Bay where wind and currents played havoc with my courses, but once past Alert Bay I had no more difficulty passing through Broughton Strait and rounding Pulteney Point into Queen Charlotte Sound. On the afternoon watch, I watched for the drifting logs in Fitzhugh Sound from Addenbrooke Light up to make the sharp turnaround Pointer Island into Lama Passage.

Supper relief, we were passing Bella-Bella and making the turn into Seaforth Channel then into Millbank Sound.

Saturday morning watch found us in the upper end of Graham Reach through Fraser Reach, from the Waterfall and Elephant Head (a mountain formation whose silhouette resembled that of an elephant) around through McKay Reach.

Afternoon watch, we passed through the upper part of Malacca Passage and across Chatham Sound, mostly open water. I was passing the Alaska Steamship Company vessel TANANA while approaching Herbert Reach. I signaled by one blast that I wished to pass to starboard, but she maintained course across my bow without an answering signal so I had to



Tug Charles, Seattle to Alaska 1961

swing to port to pass, contrary to the "rules of the road," keeping fingers crossed that ship would clear my tow.

Sunday morning, I came up in time to pass Ketchikan and out into a stormy crossing of Behm Canal Entrance and pitched up Clarence Strait with a following wind and sea. The tossing nearly dislodged the sextant and charts from the chart bins as well as the pots and pans in the galley.

In the afternoon, we made the turn at the upper end of Sumner Strait into the lower part and around Cape Decision.

Going past Cape Decision brought to mind the day in November 1943 when I joined the MS CAPE DECISION at Beaumont, Texas, and Mr. Murray, the second mate, and Harry Shafter and "Tiny," the cadets. Shafter, the cadet from Brooklyn who was so proud to be a cadet in the United States Merchant Marine and whose eagerness to learn was a target for our sense of humor, and gave him the privilege of getting most of my third mate's and Mr. Murray's second mate's work done for us.

Monday morning watch, we were still proceeding up Chatham Straits, past places with names like "Whitewater Bay," "Kasuyku Bay," "Kootsnahoo Inlet," etc. Afternoon we rounded into Icy Strait and slipped into Idaho Inlet to anchor and wait out the storm which was putting twenty five-foot swells on the beach at Cape Spencer. While in Idaho Inlet, we put the

surge chain on the tow and pumped it, preparing for the long haul across the open waters of Gulf of Alaska.

Tuesday noon, we got underway and resumed courses through Icy Strait and around Cape Spencer. In the evening relief period, we headed the ship for Yakutat.

Wednesday morning watch, we headed west from Yakutat. The southwesterly swells were still running about ten feet and the wind from the southeast gave us a small push to go along with the roll.

Thursday afternoon, we were running between Cape Cleare and Cape Hinchinbrook. Gradually, we increased speed as the swell and sea moderated.

Friday morning watch, we were in Prince William Sound, sailing down between Latouche and Erlington Passage in relatively calm water on a black, starry night.

Afternoon we were running down past the Pye Islands. I got my sextant out and took first sights of the trip. They still come out in line with shore bearings, so I guess, its fall that night out of Ketchikan didn't hurt it too much.

Saturday morning, we rounded Cape Elizabeth into Cook Inlet and in the afternoon made the turn through the forelands into the upper reach of Cook Inlet.

We slowed a bit to time our entry at Anchorage with the high

Continued next page >>>

In the Membership

Chapter 32: Tug Charles >>> cont'd from page 27

Monday morning, and spent 24 hours at slow speed.

About 1:30 a.m. Monday, we ran through slush ice, which became more and more dense as we approached Fire Island, the entrance of Knik Arm (the bay Anchorage Port adjoins). The flood current set us sideways toward Tumagain Arm as we had to proceed at slow speed through the ice. We could barely make headway or hold our own position. Each time we'd get up to the light on Fire Island, the engine room would have to stop an engine to clear the ice from the cooling water intake.

Finally, we reversed course entirely and steered back down the inlet to clear water. In the afternoon, we brought the barge alongside and started through the ice again, but when we got to a clear place, the waves surged the barge so much that it broke the mooring lines. We dropped it astern to tow it on a "bridle" and made our way into Anchorage.

The WESTWIND, a converted LCI (landing craft) took our barge (1601) from us to dock and we pulled Barge 1602 clear of the pier so she could. We then tied up Barge 1602 alongside 1601 and lay quiet overnight. During the night, the crew put a "soft patch" of cement and plywood over the hole stove in our bow while coming alongside the barge that afternoon.

I spent the Tuesday morning watch making up log abstracts of the voyage to date and watching the fields of ice flow past the ship on the incoming tide.

We sailed at 7:30 a.m. for Seattle and plowed our way around and through ice drifts until about noon, when we were in water clear enough to drop our barge astern and make our way down Cook Inlet at full speed.

The waters of Cook Inlet were so laden with glacial sand that no one had ever managed to stay afloat in them. One's clothing pick-up an estimated 100 pounds of sand in the first minute and the freezing temperature shocks the

fight of anyone unlucky enough to fall in.

I came on watch Wednesday after an evening of tossing around in my bunk to find a heavy southwest swell and a strong northwest wind and sea. The winds were getting stronger. The skipper decided that, in view of weather forecast for gale winds, we would go into Port Chatham for anchor age to await a break in the weather.

That evening we got word we were to go to Seward to pick up another barge to tow, in addition to ours, back to Seattle. They were to fly a 1,000-foot tow pendant to Seward for us.

This was a hell of a time of year for towing two barges across the exposed waters of Gulf of Alaska, when we could barely make headway with one.

While we lay at anchor Thanksgiving Day in a quiet bay among the snow-covered hills, we listened to the radio search for the seventy foot fishing schooner RUTH L, which was overdue on a voyage across Cook Inlet on the night we came in. Planes and ships had turned up no trace.

The way we were tossed around that night, I wasn't surprised, for those waves would strain the seams on many boats.

When we sailed from Port Chatham for Icy Straits, we were passing south of Cape St. Elias we heard a fish boat calling the lighthouse on Cape Hinchinbrook to ask him how far off he should pass. When the Coast Guard asked him how it is that he was out on such a stormy night without a chart on board, the answer in Scandinavian accent was: "Ve haf a chart, but some idiot left a can of linoleum cement in the veelhouse and you should see the mess."

We got in past Cape Spencer, anchored our barge at Hoonah, and tied up at the fuel dock for a quiet night. A couple of years back while I was on a long cruise with the Sea Scout boat 23 SKID-DOO, I managed to lose our family cat, Inky, while tied up alongside the Bellingham Sea Scout boat at Bellingham. On our

return from the long cruise, we met the Bellingham ship at Sucia Island and asked if our cat was still aboard. They said they had put her ashore before they sailed, and that there were several fish boats tied up near their dock.

We took the SKID-DOO into Bellingham, but on the way in we passed several fish boats en route out and I noted that they were registered at Hoonah, Alaska. Needless to say, I didn't find the cat and really caught heck from my family when I returned home without her.

So now that I found myself at Hoonah, I went to the general store at the end of the dock and asked the woman there if she knew if any of the boats had a black cat aboard. She gave me the name of one, so the next few moments found me walking down the snow-covered floats calling for the cat while carrying a piece of leftover turkey.

A black cat with a white spot on her chest came out from the wheelhouse of the boat the woman had identified. When I picked her up, she sniffed me a bit, and then suddenly relaxed in my arms. I was pretty sure it was Inky but, since no one was around, I couldn't bring myself to take her away from someone who had given her a home for the past two years to take her back out on another stormy crossing of the Gulf of Alaska on my tug.

We traded barges with another tug, and after putting charcoal heaters in some of the vans of perishables, headed back across the Gulf of Alaska for Seward. The seas had calmed down and the skies cleared. When I approached the corner at Renard Island light to head up into Resurrection Bay toward Seward, the sea was covered with wisps of ice-fog.

As we turned the corner, I watched the thermometer drop from thirty-five degrees to twenty degrees below zero. The steam from our breathing froze to the inside of the wheelhouse window,



so I found myself in the position of navigating by radar on a clear, sunny afternoon as we approached Seward. When we came up to the pier, it was after five o'clock and the longshoremen who were to take our lines to tie up were at supper. So we had to lay off for an hour in a forty-knot wind to await their six-o'clock turn-to time before they could get us tied up.

It was while waiting on that cold, windy deck that I asked myself, "Just what are you doing here? There must be a better way to make a living," and promised myself that on our return to Seattle, I would try to find one.

Chapter 33: RICHARD February - March 1962

After returning from Seward on the CHARLES in February 1962, I resumed my casting about for another position with little luck. I accepted the Chief Mate's job on another "miki"-class tug, the RICHARD.

Our assignment was to take one of the wooden ex-army barges down to San Pedro to pick up a load of used cars from the National Steel dock on Terminal Island, and some more from San Diego to take to Alaska. When I learned we would be heading for San Diego, I remembered that when I had first met Beverly, she had been on her way to San Diego and had mentioned that her father was there. My hopes built up in anticipation that I would again have news of her, as she, as a pen pal, had really been an influence in my life when I was wandering about the world in the late thirties.

The first thing I did ashore was to find a phone book to look up Fulwider (her father's name). The only one I found I called and learned I had reached her father's second wife, who was now a widow. She told me that Beverly, her mother, and her sister Ruth had all moved to Chula Vista, a southern suburb of San Diego, and that her mother and sister were still

there. Beverly had been killed in an auto accident in the fall of 1960.

I called Beverly's mother and was invited out to her home on Penelope Drive to meet Beverly's children, David and Kathy, and to renew my acquaintance with Mrs. Nichols, Beverly's mother, who was also now a widow.

On our return to Seattle, I paid off the ship and started again to find a place ashore. The loss the previous year of Peter Steven had been weighing heavily upon me, and now this latest news really added more emotions than I felt I wanted to handle without having the love of Kay and Penny nearby.

I remembered that, years ago, "Smokey" Johnson had mentioned going to work on the Seattle waterfront, so it was there I turned.

After a few years as a stevedore superintendent and a year with a

customs broker, I managed to get on the books of the ILWU Checkers union.

For the next twenty-four years until I retired, I was able to work checking and supervising the loading of the deep sea ships that called at Puget Sound ports. I watched my daughter, Penny, grow into a fine young career woman in the financial field, and was proud when she was named "Woman of the Year" by her Business and Professional Women's group.

As I received my retirement presentation, my mind quickly went back over the years since the days I had walked along the highways of Texas chewing cotton bolls for a bit of nourishment, the years on ships of the sea, the war years, and all the many people I had met along the way who were helpful in making this life possible. To all of them, I say "Thank you." ☆

A Few Words with Captain Peter Chelemedos

By R.J. Klein

I interviewed Captain Chelemedos in early January, and informed him that the last chapters of his book would be published in the February issue of *Sidelights*. I asked if there was anything he wanted to add. "No, I believe that book is a complete story of my adventures at sea," said Chelemedos. "I've had a good life and am very happy for the way things have turned out."

When asked if he thought our merchant mariners who had served in World War II were given the proper respect and recognition they deserved for their contributions, Captain Chelemedos said, "Not really."

"What little recognition we have received has come too late. Immediately after the war, the Merchant Marine repatriated enemy prisoners back to their homeland," he continued. "We repatriated our pris-



Captain Peter Chelemedos with wife Kay, and daughter, Penelope.

oners and brought our soldiers home. But U.S. merchant mariners who were prisoners or who had become stranded in foreign countries were left to their own devices. I thought that was a real disservice given their sacrifices."

He added, "Thanks for covering my book in the past few years. As I turn 95 and Kay is still with this old sailor after 74 years, I retire contented."

Sidelights has been privileged to publish *Peter, the Odyssey of a Merchant Mariner*. We are sure many enjoyed reading his story. Captain Chelemedos lives with his wife Kay in Edmonds, WA. He is an active member of the Seattle PNW Chapter of C.A.M.M. ☆

The Council Champions Issues to Benefit the Merchant Marine

During 1947, the Council champions firefighting training, the return of supervision for the Merchant Marine to the Department of Commerce and pushed for qualified Master Mariners and Chief Engineers to be a permanent part of any steamboat inspection service.



*Captain
RJ Klein
Past President
#1751-RU*

On January 16, 1947, the Council held an Annual Meeting. This is the first time that a meeting was so described. The April 1937 meeting was titled, "First Organized Meeting." Subsequently, the meetings were labeled "Executive Committee Meeting" or "Regular Meeting". The records showed that the Council had 48 members, all of whom had paid their annual dues of \$10. One member suggested that a membership campaign be enacted to bring more members onto the Council.

The Council moved to put forth Captain P. C. Grening as a candidate to fill a vacancy on the Maritime Commission. A Committee was appointed to draft a suitable resolution and forward it to the President and the two Senators from New York. Captain Holden was selected by the Council to write to the USCG Commandant and advise them regarding the employment of Master Mariners as inspectors. In March, he reported back that merchant marine and experienced sea personnel would only be used in "a narrow area" and "political Irish Pennants"* would be placed on hearing committees.

In February, it was suggested that the Council call for more firefighting training and that fog nozzles should be

required to be aboard merchant ships. An example used to support the need for fog nozzles was the inefficiency of the City Fire Department in fighting sulfur fires. The issue was revisited at the March meeting after the difficulty in controlling a fire aboard the Troopship John Ericsson. This fire resulted in extensive damage to the ship and threatened the SS Queen Elizabeth which was berthed on the other side of Pier 90. The need for better firefighting equipment aboard ship and crew training remained a focus of the Council throughout the year.

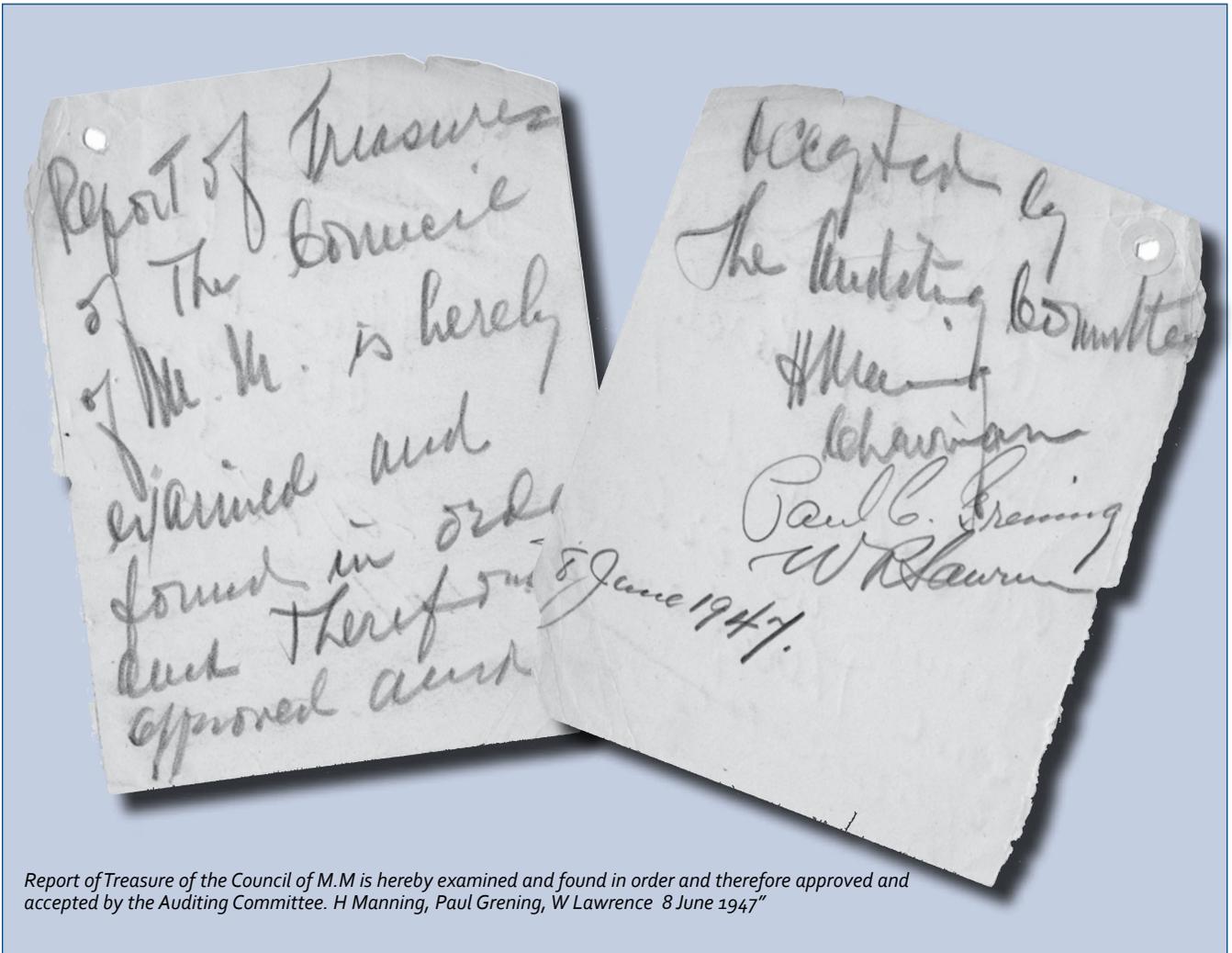
In the March meeting, it was stressed that "American shipping and perhaps all other transportation, should be under a separate department of the government and not be used as 'bean filling' for the Coast Guard or Navy." During the summer meetings, the Council returned to discussing their concern that the USCG was in charge of the Merchant Marine. They strongly advocated for legislation that would return the supervision of the Merchant Marine to the Department of Commerce. They also voiced their concerns with the personnel system that allowed "defective men" to be approved for shipboard jobs.

In April, members engaged in a discussion of the legality of the Council

in regard to the "lobby" law. They were advised that the Council should be qualified as a lobby agent. It was proposed that the Council pass a resolution requesting that the US government "bar Communists from the US Merchant Marine." The resolution failed in a vote by the Council as they were unable to define 'Communists'.

Throughout the remainder of the year, the Council revisited the issues of firefighting training, the need for proper firefighting equipment and monitoring systems aboard ships, the necessity of having Master Mariners and Chief Engineers involved in the inspection of ships and the need to place the management of the Merchant Marine under the Department of Commerce. To address the business aspect of the Council, a Constitution and By-Laws Committee was appointed to make recommendations for changes and amendments. An audit of the Council's finances was conducted and approval by the Auditing Committee.

It is interesting how the concerns of 70 years ago continue to be issues of concern to the current day Council of American Master Mariners (CAMM). We have a position advocating for control of the Merchant Marine to be removed from the Department of Homeland Security (USCG) and place



Report of Treasure of the Council of M.M is hereby examined and found in order and therefore approved and accepted by the Auditing Committee. H Manning, Paul Grening, W Lawrence 8 June 1947"

under the jurisdiction of the Department of Transportation (Position 2008-04) and the endorsement of continued needed shipboard training and equipment (Positions 2012-01 and 2012-02). Much like the Council in 1947, CAMM would like to increase their membership. Captain Aschemeyer addresses the need for more members in his Sec/Treas Report (page 8). ☆

**Irish Pennant: a colloquial used in the Merchant Marine and Navy meaning a loose untidy object about a ship, especially the end of a line left hanging loose or out of place.*

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Contracts for Carriage of Cargo by Sea

Usually, under a contract for carriage of cargo by sea, a ship owner commits use of all or part of the cargo-carrying capacity of his ship.



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

price, or it may be a contract to carry specified quantity of cargoes at stipulated intervals from port of loading to port of discharge. Rights and obligations of owner and shipper (or even manufacturer) depend on terms of the agreement. Laws and rules laid down by statutes to regulate rights of parties cannot be contravened by express stipulations. Implied warranty is that the ship or ships used to perform such a contract are seaworthy and shall proceed with reasonable dispatch.

Certain common clauses in such contracts have come before the courts. Their decisions are usually treated as rules of law in shipping contracts while some rules are Common Law. For instance, a carrier is absolutely responsible for safe delivery of goods carried, unless prevented by an Act of God. Each separate consignment or parcel of goods shipped is covered by a bill of lading. A bill of lading is a negotiable receipt of cargo and gives property title to its holder when a whole cargo is agreed to be carried; terms are set out in a Charter Party, signed by or on behalf of both ship owner and shipper or charterer. Rules of law govern relations of ship owner,

The contract would be for a specified voyage or voyages for a specified time, at an agreed

charterer or shipper, independent of any express contract. Such terms of carriage, rights of parties, whether expressed or not, must be governed in accordance with prevailing law.

Shipper must not ship goods that are dangerous to the ship or to other cargos unless ship owner has been notified and given an opportunity to observe their dangerous character. Obligation of ship owner is to deliver the goods safely at

There has been some difficulty interpreting terms of bill of lading for excepted perils as they are often expressed in obscure and inexact language

the specified destination but they are not liable for loss or damage caused by Act of God or nemeses. The shipper must be prepared, without notice from ship owner, to take delivery of his goods with reasonable dispatch on arrival and must pay agreed freight before claiming delivery. The ship owner has lien for freight payable on goods carried.

There is no rule of law preventing a ship owner from exempting himself from liability by terms of the bill of lading for damage and loss of every kind, whether arising from unseaworthiness, negligence of his servants or any other cause whatsoever. Goods are usually carried at shipper's risk, and if he desires pro-

tection, he must obtain it by insurance.

Owners, agents and masters loading in USA are forbidden by Harter Act 1893, to insert any clause in bill of lading exempting ship owner's liability for negligence of his servants. However, if all reasonable care has been exercised by ship owner to make the ship seaworthy and fit for the voyage, he is not liable for loss caused by negligence of master or crew, or by perils of the sea or other causes set forth in the act.

There has been some difficulty interpreting terms of bill of lading for excepted perils as they are often expressed in obscure and inexact language. This has given rise to much litigation. Bills of lading sometimes contain a clause about ship owner's lien. Even though a ship has a lien for freight, if the ship owner needs a lien for demurrage or other charges, he must expressly provide for it in the bill of lading. Such liens are waived by delivery of goods, but an owner may preserve his lien by landing the goods in a warehouse.

The following is an outline of ordinary voyage Charter Party contract. A Charter Party contract for a voyage is a formal agreement made between charterers and owner. It is agreed that the ship shall load at a named place. After loading, ship shall proceed with all possible dispatch either to a specific place or to a place to be named at a specified time and deliver the cargo to charterers or their assigns. Charter Party clauses provide for freight payment, the manner and time of payment, lay days



allowed for loading and discharging, and for demurrage to be paid if ship is detained beyond lay days. There is usually a clause requiring that the master shall sign a bill of lading for cargo shipped at the same rate of freight as is payable under Charter Party. Cargo is to be delivered and removed from alongside at shipper's risk and expense.

Under a cesser clause, Charter Party's liability ceases on shipment and ship owner takes a lien on the cargo for freight, dead freight and demurrage. Dead freight is the amount of freight lost to ship owner, claimable from charterer if a full and complete cargo is not loaded in accordance with Charter Party. Demurrage is a fixed sum per day or per hour agreed to be paid by charterer for excess time used in loading or discharging the cargo beyond the laydays allowed.

The number of days during which a ship may be kept on demurrage at the agreed rate, may also be fixed by the Charter Party. When a claim is for detention and not demurrage, actual loss is recoverable, which may be more or less than the agreed rate of demurrage. Charter party usually provides that Sundays and holidays are exempted in counting laydays. Unless expressly stipulated, this exception does not apply to computation of detention, once laydays have expired. The general principle is "Once on demurrage, always on demurrage!"

Cesser clause is commonly used because charterers may not have a personal interest in the cargo shipped. When the charterers are not the owners of the goods and are acting only as agents for the loading of another party's goods, a cesser clause may be used to ensure that liability for the cargo ceases once it is loaded. Cesser of liability is co-extensive only with lien given to the ship owner. Thus charterers are released only from those liabilities for which the ship owner has a lien. If shippers are not charterers, they are only liable for bill of lading freight, unless bill of lading expressly reserves it. If the total freight payable under

the bill of lading is less than the chartered freight, the difference is payable to ship owner before the ship sails.

Difficulty may arise even though an ample lien is given by the Charter Party. Terms of the bill of lading may be insufficient to preserve the same extensive lien as against the holder of bill of lading. The Master should guard against this by refusing to sign bills of lading which do not preserve the ship owner's lien for chartered freight. He can be put into a difficult position if the Charter Party requires him to sign a bill of lading as presented. (See

Cesser clause is commonly used because charterers may not have a personal interest in the cargo shipped.

Kruger v. Moel Tryvan, 1907 A. C. 272)

Time Charter Party is a contract for a specified term for employment on lawful voyages within certain limits; port where ship is to be delivered/re-delivered is named. Freight payable is known as hire. Owner always pays wages of Master and crew, and charterer provides fuel, pays port charges etc. Hire may be payable weekly, fortnightly or monthly but always in advance. Provision is made for suspension of hire if the ship becomes disabled. Master, though servant of owner, is required to obey orders of charterers regarding employment of the ship. Charterers agree to indemnify owners from all liability to which they may be exposed by master signing bill of lading or otherwise complying with orders of charterers. Contract is made subject to exceptions similar to those in bills of lading and voyage Charter Party but clauses can vary considerably.

Under time Charter Party, ship owner continues to be in possession of his ship, but part of her control is under directions and for profit of charterers, within agreed limits. Master remains responsible for safety and proper navigation of the ship.

Thus holder of a bill of lading, signed by master in normal course, may hold the owner responsible for due performance of bill of lading, if he has no knowledge of terms of time Charter Party, even though by signing such bill of lading's Master was acting as agent of Charterers and not ship owner. Where possession of a ship is given to a hirer, who appoints his own master and crew, it is known as Bareboat Charter or Demise Charter and different considerations apply even though the ship is still let under a Charter Party.

Certain rights and obligations arise out of relationship of ship owner and cargo-owner in circumstances of extraordinary peril or urgency in the course of a voyage, which, though not strictly contractual, is well established and recognized in law. When the ship is carrying cargo, master represents owners of both ship and cargo. In cases of emergency, Master may incur expense or make sacrifices without waiting for authority or instructions, of ship owner and cargo-owner. Ship and cargo may be in peril, and it may be necessary for safety to put into a port of refuge for repair and/or to warehouse cargo.

In such cases, the cost of repairing the ship will be for benefit of ship owner while other expenses, such as warehousing the cargo, may be for benefit of cargo-owner. Some expenses, such as port charges incurred in order to enter the port of refuge, are for common benefit for safety of ship and cargo. Again, in a storm at sea, it may be necessary for safety of ship and cargo to cut away a mast or to jettison part of cargo. Master acts for ship owner and cargo-owner to avoid common danger. Sacrifices made and extraordinary expenses incurred for common safety are called General Average sacrifices.

A General Average sacrifice is any extraordinary act or expenditure voluntarily and reasonably made or incurred in time of peril for the purpose of preserving the property imperiled in

Continued page 35>>>

First ice breaking LNG tanker takes to the seas

The M/V Christophe de Margerie began sea trials and loading tests in late January. The 88,000 ton Christophe de Margerie was built for the Russian shipping company, Sovcomflot by Daewoo Shipbuilding & Marine Engineering (DSME) in South Korea. The vessel has been built to comply with the Polar Code, which took effect on January 1. The ship is the world's first ice breaking LNG tanker. DSME will build an additional 14 Arctic LNG carriers, at a cost of \$300 million per ship.

Sovcomflot's existing ice class vessels can only handle ice thicknesses of up to 2 ½ feet (0.8 meters). However, the Christophe de Margerie is constructed to ensure that this class ship will not need separate icebreaker escorts. This is because the ship's bow and stern are covered with 2 ¼ inch steel plates (70 mm) capable of withstanding temperatures of -61°F (-52°C). The ice class Christophe de Margerie will be able to navigate ice fields up to 6 ½ feet thick (2.1 meters) .

All fifteen of the Arctic LNG Carriers being built by DSME are contracted to serve the Yamal LNG project in Russia. Each vessel in the class will be able to carry 70,000 tons of LNG per trip. They will be able to load cargoes all year round at Sabetta in Russia's High Arctic, for delivery to customers in Asia and Europe. Yamal's Sabetta terminal is located on the Yamal Peninsula located in the northeastern section of the Siberian. The waters around Sabetta are ice-covered for approximately 300 days a year and temperatures of -40°C are not unusual during the winter months. That means the new carriers will need to be able to proceed through thick ice all year round.

In the summer, the tankers will carry the LNG eastward along the Northern Sea Route, through the Bering Strait

and south to Japan and China. In the winter, the gas will go to a trans-shipment terminal in Zeebrugge, Belgium, where some of it will be reloaded onto standard LNG carriers for a trip through the Mediterranean, the Suez Canal and Indian Ocean.

The icebreaking LNG carriers meet the RMRS Arc7 standard*, which falls between the Polar Code's PC3 and PC4 classes (see IMO Polar Class Table). The new vessels will use six Wärtsilä dual-fuel engines, which are capable of

handling the engine load variations that occur when a ship is working through thick ice. When in full icebreaker mode, the ship will proceed stern-first. * RMSR Arc 7 - Russian Maritime Register of Shipping, Arctic Standard 7. ☆



Christophe de Margerie Kopie

PHOTO © MARC HOUTEKAMER

M/V Christophe de Margerie Particulars	
Shipyard:	Daewoo Shipbuilding Marine Engineering (DSME)
Built Date:	October 2016
Delivery Date:	2017
Flag:	CYPRUS
Hull number:	2418
IMO number	9737187
L.O.A.	981 ft (299 m)
Breadth	164 ft (50 m)
Depth	87 ft (26.5 m)
Deadweight	88,405 L/T (80,200 m/t)
Draught (Loading)	38 1/2 ft (11.8 m)
Speed	19.5 knots

IASC Polar Classes		
Category	Polar Class	Ice Description (based on World Meteorological Organization Sea Ice Nomenclature)
A	PC 1	Year-round operation in all Polar waters
A	PC 2	Year-round operation in moderate multi-year ice conditions
A	PC 3	Year-round operation in second-year ice which may include multi-year ice inclusions.
A	PC 4	Year-round operation in thick first-year ice which may include old ice inclusions
A	PC 5	Year-round operation in medium first-year ice which may include old ice inclusions
B	PC 6	Summer/autumn operation in medium first-year ice which may include old ice inclusions
B	PC 7	Summer/autumn operation in thin first-year ice which may include old ice inclusions

Editors Note: This article was compiled from information sourced at LNG World Shipping, O&G Links, The Maritime Executive, Innov Oil, and IMO Polar Code.

Notice of Annual General Assembly

*To: All IFSMA Member Associations and Individual Members
Issued by the Commodore Jim Scorer, Secretary General*



Further to the advance information posted in our Newsletters, and also the advance information sent to you by email on 29th September 2016 with the subject "43rd AGA – Advance information", this is to confirm that the IFSMA 43rd Annual General Assembly will be held at MITAGS, Baltimore, USA on Tuesday 18th and Wednesday 19th April 2017 at the Invitation of Council of American Master Mariners (CAMM).

In addition, IFSMA Members are invited to attend as observers on the following two days (Thursday 20th and Friday 21st) when CAMM will be holding its own Professional Development Conference and AGM. IFSMA Members are welcome to contribute to the CAMM Conference. The Annual Dinner will be held on the evening of Friday 21st April.

The venue for the AGA is on the MITAGS campus, where the hotel is also located, adjacent to Baltimore-Washington International Airport (Code BWI). A short free shuttle bus ride to MITAGS hotel is available.

For more details see <http://www.mastermariner.org/2017camm-ifsma/> ☆

At the UK's Marine Autonomous Systems Regulatory Working Group (MASRWG) Conference Commodore James Scorer, Secretary General of IFSMA, presented a report entitled "A mixed maritime operation environment - Ships and USVs". The conference was held at the National Oceanography Center (<http://noc.ac.uk/>) in Southampton UK on 16th November 2016. Commodore Scorer noted that, "Technological change can take place at such a slow rate that it may not be readily apparent. Equally, it can occur at such a rate it is difficult to assimilate. The lessons of history suggest, however, that it is futile to resist change and much better to embrace evolution in a way that it serves society and those working within the industry." In closing he said, "The risk of choosing the autonomous option currently remains high, particularly away from land, but given the absence of regulatory impediments, the smart or semi-autonomous option appears preferable. If change is managed properly, it affords the opportunity for improving life at sea and creating new highly skilled jobs - both afloat and ashore." To see Commodore Scorer's full report go to: <http://ifsma.org/resources/MAS-and-the-human-element---Autonomy-v-Mariners-v3-dated-14-Nov-16.pdf> ☆

Contracts for Carriage of Cargo>>> cont'd from page 33

the common adventure. Expenses are made good to the parties that made the sacrifice or incurred the expense. This General Average contribution, which is recoverable from owners of the property saved in proportion to its value and each contributes according to the benefit received. This is the law of General Average and is only applicable if the sacrifice was successful. If the vessel or cargo could not be saved, then there is no further contribution on the party suffering the loss. However, if one suffered a partial loss, then the party would still need to contrib-

ute on the good or depreciated cargo.

Afreightment Contracts, which need not necessarily be between ship owner or Charterer, is usually a long range contract for large quantities of cargo to be carried by sea, regularly over a time period. It can be between a manufacturer or an exporter and a ship agent or any other party who takes on the responsibility of such transportation and does not usually involve a ship or ships. Furthermore, it is usually covered under common law applicable to parties who sign it and not necessarily under Maritime Law.

Cargo owner is entitled under the Contract of Affreightment to ordinary service of ship and crew for safe carriage of cargo to destination. Ship owner is bound to pay all ordinary expenses incurred for the voyage and to bear all losses arising from damage to the ship by accidents. It is only when extraordinary expense has been incurred or an extraordinary sacrifice has been voluntarily made from a peril common to both ship and cargo, that ship owner can recover proportional expense from cargo owner. ☆

Milestone for Polar Protection as Comprehensive New Ship Regulations Come into Force

With more and more ships navigating in polar waters, IMO has moved to address international concern about the protection of the polar environment and the safety of seafarers and passengers with the introduction of new regulations that all ships operating in these harsh and challenging waters must comply with.



IMO Press Briefing 22
September 8, 2016

The mandatory Polar Code, for ships operating in Arctic and Antarctic waters, enters into force on 1 January 2017, marking a historic milestone in the work of the International Maritime Organization (IMO) to address this key issue. Its requirements, which were specifically tailored for the polar environments, go above and beyond those of existing IMO conventions such as MARPOL and SOLAS, which are applicable globally and will still apply to shipping in polar waters.

Trends and forecasts indicate that polar shipping will grow and diversify over the coming years. In the Arctic, commercial shipping can make significant reductions in voyage distances between Europe and the Far East by sailing northern routes, while both the Arctic and Antarctic are becoming increasingly popular tourist destinations. These challenges need to be met without compromising either safety of life at sea or the sustainability of the polar environments.

Ships operating in the polar regions face a number of unique risks. Poor weather conditions and the relative lack of good charts, communication

systems and other navigational aids pose challenges for mariners. And if accidents do occur, the remoteness of the areas makes rescue or clean-up operations difficult and costly.

Extreme cold may reduce the effectiveness of numerous components of the ship, including deck machinery and emergency equipment. And when ice is present, it can impose additional loads on the hull and propulsion system.

To address all these issues, the Polar Code sets out mandatory standards that cover the full range of design, construction, equipment, operational, training and environmental protection matters that apply to ships operating in the inhospitable waters surrounding the two poles.

Protective thermal clothing, ice removal equipment, enclosed lifeboats and the ability to ensure visibility in ice, freezing rain and snow conditions are among the Code's mandatory safety requirements. The regulations extend to the materials used to build ships intended for polar operation, and all tankers under the Code will have to have double hulls. From an environmental perspective, the code prohibits or strictly limits discharges of

oil, chemicals, sewage, garbage, food wastes and many other substances.

The Polar Code will make operating in these waters safer, helping to protect the lives of crews and passengers. It will also provide a strong regime to minimise the impact of shipping operations on the pristine polar regions. It will be seen as a major achievement in IMO's work to promote safe and sustainable shipping in all regions of the world, including the most challenging and difficult.

Technical Background

The Polar Code includes mandatory provisions covering safety measures (part I-A) and pollution prevention measures (part II-A) and additional guidance regarding the provisions for both (parts I-B and II-B).

The safety provisions of the Polar Code will apply to new ships constructed after 1 January 2017. Ships constructed before 1 January 2017 will be required to meet the relevant requirements of the Polar Code by the first intermediate or renewal survey, whichever occurs first, after 1 January 2018.

The environmental provisions of the Polar Code apply both



PHOTO ORELIUS COURTESY OCEANWIDE EXPEDITIONS

Above, cruise ship *Orelus* in the Arctic. Right, Arctic landscape.

PHOTO ARTIC LANDSCAPE COURTESY POLAR CRUISES



to existing ships and new ships. The Code will require ships intending to operate in the defined Arctic waters and the Antarctic area to apply for a Polar Ship Certificate, which would classify the vessel as either:

- Category A** - ships designed for operation in polar waters in at least medium first-year ice, which may include old ice inclusions
- Category B** - a ship not included in category A, designed for operation in polar waters in at least thin first-year ice, which may include old ice inclusions
- Category C** - a ship designed to operate in open water or in ice conditions less severe than those included in categories A and B.

Before receiving a certificate, a ship would require an assessment, taking into account the anticipated range of operating and environmental conditions and hazards it may encounter in the polar waters. Ships will need to carry a Polar Water Operational Manual, to provide the Owner, Operator, Master and crew with sufficient information regarding the ship's operational capabilities

and limitations in order to support their decision-making process. The chapters in the Code set out goals and functional requirements specifically covering: ship structure; stability and subdivision; watertight and weathertight integrity; machinery installations; fire safety/protection; life-saving appliances and arrangements; safety of navigation; communications; voyage planning; manning and training; prevention of pollution by oil; control of pollution by noxious liquid substances in bulk; prevention of pollution by harmful substances carried by sea in packaged form; prevention of pollution by sewage from ships; and prevention of pollution by garbage from ships. The Polar Code and SOLAS amendments were adopted during the 94th session of IMO's Maritime Safety

Committee (MSC), in November 2014; the environmental provisions and MARPOL amendments were adopted during the 68th session of the Marine Environment Protection Committee (MEPC) in May 2015. Training requirements Mandatory minimum requirements for the training and qualifications of masters and deck officers on ships operating in polar waters were adopted by IMO's Maritime Safety Committee in November 2016. They will become mandatory under the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) and its related STCW Code from 1 July 2018. ☆



Dedicated to supporting and strengthening the position of American Master Mariner

Join forces with America's Master Mariners

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

CAMM's issues are your issues

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

CAMM advances the professional profile of our industry

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

CAMM builds partnerships

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

Representation at IMO through IFSMA

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

CAMM is on your side

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

CAMM supports maritime education

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

Apply at www.mastermariner.org/membership



Captain Cal Hunziker, CAMM Past President and IFSMA VP, at the IFSMA AGA in Chile, 2015.



Captain R.J. Klein, right, with Captain Don Marcus (IOMM&P President) and Mr. Marshall Ainley (MEBA President) at the Maritime Industry Sail-in to Congress, 2015.



Captain Jeff Cowan (above) and Captain Michael Murphy (below) participate in Positions discussions at CAMM's 2015 AGM.





Membership Application

The Council of American Master Mariners, Inc.

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

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

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

Present Occupation:

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

Current USCG License:

Type:	Limit:	Expiration:
Endorsements:	Limits:	

Original USCG License:

Type:	Date Obtained:
Place/Institution obtained:	

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

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

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

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

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

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

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

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

Signature: _____ Date: _____

Sponsored/Referred by: _____

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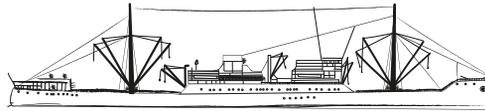
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