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Sidelights

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Written by Masters & Pilots, for Masters & Pilots



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**Professional Development Conference
Annual General Meeting**



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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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In This Issue



ON THE COVER

Clockwise, from top left:
Congressman Elijah Cummings,
RADM James Watson, Ms. Helen Bentley,
and Captain Rodger MacDonald.

SIDELIGHTS

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

EDITOR-IN-CHIEF

Captain Tom Bradley

EDITORIAL BOARD

Capt. Tom Bradley	Capt. Ron Meiczinger
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CONTRIBUTORS

Jerry Benyo	Richard J. Klein
Davyne Bradley	Rodger MacDonald
Tom Bradley	Donald Moore, Jr.
Jim Calvesbert	Sinclair Oubre
John A. C. Cartner	George Quick
Peter Chelemedos	Tom Stapleton
Cal Hunziker	Will Watson

COPY EDITORS

Davyne Bradley	Pat Moloney
Liz Clark	Donald Moore, Jr.
Cal Hunziker	Klaus Niem
Ron Meiczinger	

DESIGN & LAYOUT

Davyne Bradley

PRINTING

Sir Speedy Largo

ADVERTISING MANAGER & ADMIN

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

TO SUBMIT MATERIAL

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

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December	Nov. 1	Dec. 1

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President Captain Cal Hunziker comments
on CMM's events in Baltimore, international
policy on piracy, and an improvement in
USCG relations with merchant mariners.



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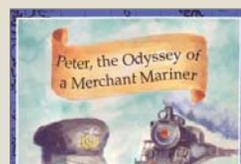
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NOTICE The articles in this magazine are entirely those of the writer, and do not necessarily reflect the views of CMM nor its Board of Governors.

The Council of American Master Mariners, Inc.



MAILING ADDRESS

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

NATIONAL OFFICERS

President

Captain Cal Hunziker

capthunziker@mastermariner.org
253-862-7493

First Vice President

Captain Liz Clark

captclark@mastermariner.org
954-781-0183

Second Vice President

Captain Vic Faulkner

captfaulkner@mastermariner.org
360-798-9530

Treasurer and Secretary

Captain Donald Moore, Jr.

captmoore@mastermariner.org
425-775-2331

North Atlantic Regional Vice President

Captain George Previll

captprevill@mastermariner.org

South Atlantic Regional Vice President

Captain Jerome Benyo

captbenyo@mastermariner.org
727-791-0313

Gulf Regional Vice President

Captain Robert A. Phillips

raphillips60@aol.com
504-737-6619

South Pacific Regional Vice President

Captain Klaus Niem

captniem@mastermariner.org
707-255-6567

North Pacific Regional Vice President

Captain Carl Johannes

captjohannes@mastermariner.org
206-448-3433

Immediate Past President

Captain Tom Bradley

captbradley@mastermariner.org
360-901-1257

APPOINTMENTS & CHAIRS

BOG at Large

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Council Chaplain

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Captain Don Mercereau

North Atlantic Region

NEW YORK / NEW JERSEY

Captain Glenn Strathearn, Contact

973-403-8922
captstrathearn@mastermariner.org

Captain George Previll, Contact

973-763-7594
captprevill@mastermariner.org

Mailing Address: 449 Richmond Ave.
Maplewood, NJ 07040

BALTIMORE / WASHINGTON

Captain Joe Hartnett, President

410-867-0556
caphartnett@mastermariner.org

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

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

NORFOLK / HAMPTON ROADS / TIDEWATER

Chapter Inactive

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

Gulf Coast Region

NEW ORLEANS

Captain Karl Jaskierny, President

504-737-4849
Karljask@bellsouth.net

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

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

MOBILE BAY

Captain Pete Booth, President

850-456-2400
captbooth@mastermariner.org

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

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

HOUSTON

Captain Tom Stapleton, President

830-837-5058
captstapleton@mastermariner.org

Meetings on the 2nd Thursday of each month. International Seafarers' Center, Houston, TX.

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

South Atlantic Region

PORT EVERGLADES / MIAMI

Captain David Goff, President

561-392-5476
captgoff@mastermariner.org

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

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

TAMPA BAY

Captain David H. Williams, President

352-637-1464
captwilliams@mastermariner.org

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

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

North Pacific Region

SEATTLE / PACIFIC NORTHWEST

Captain Richard Klein, President

425-746-6475
captklein@mastermariner.org

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

Mailing Address: PO Box 99392
Seattle, WA 98139

COLUMBIA RIVER

Captain Vic Faulkner, President

360-798-9530
captfaulkner@mastermariner.org

Meetings are at 1200 on the 2nd Friday of each month. Red Lion Inn on the River, Portland, OR.

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

South Pacific Region

LOS ANGELES / LONG BEACH

Captain David Boatner, President

805479-8461
captboatner@mastermariner.org

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

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

SAN FRANCISCO BAY AREA

Captain Klaus Niem, President

707-255-6567
captniem@mastermariner.org

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

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

A SUCCESSFUL AGM = A SUCCESSFUL CAMM



Captain Cal
Hunziker
CAMM National
President

As you will read in this issue of *Sidelights*, the Council of American Master Mariners has just completed a very successful Professional Development Conference and Annual General Meeting, in conjunction with the International Federation of Ship Masters Association and The Nautical Institute's Command Seminar. Although the theme for the PDC was *The Master and the Burden of Regulations*, the meetings covered everything from piracy to the functioning of the Coast Guard's NMC as well.

Captain Benyo, CAMM's representative to IFSMA, and its senior Vice President, reported that there had been a major shift at IFSMA in support of arming merchant shipping, or at least providing an armed riding security force by the majority of the European delegations. A survey of Scandinavian masters has been conducted, with the majority in favor of the additional protection afforded by a highly trained, armed team with prior military or police background, being placed on board vessels transiting pirate infested waters. There are still many questions being asked as to the legality of any action taken. Who directs the force, the team leader or the master, and who determines the appropriate response to attack by pirates attempting to board a vessel at sea. As there remain at this writing almost 1,000 mariners still in the hands of the pirates, I hope the issue of arming the vessels is resolved, leaving

the governmental forces to free those still held captive.

I was heartened by the presentations made by Rear Admiral Watson and Captains O'Malley and Christensen. Their report that the Coast Guard was under mandate to revert to their original roll in marine safety and licensing, while maintaining their new 9/11 security roll, seemed at first daunting, but, with their explanation, doable. The presentations ranged from the new apprentice type of training program for marine inspectors; no more large groups of "trainees" coming on board with one qualified inspector. Instead, one apprentice with one training qualified inspector will be



Captain Calvin Hunziker presents Rear Admiral James Watson with an Honorary CAMM Membership. Captain Hunziker and CAMM look forward to an improved working relationship between mariners and the US Coast Guard.

and the lack of communication of minor problems with applications were repeatedly questioned and addressed. Again and again, the quote of the Coast Guard wanting 40 years of experience in a 20 year old body was brought up, reminding them that you can't have both. There is an effort underway to have local qualified doctors, similar to the FAA's flight surgeon program, to preform physicals and work with the applicant and the NMC on any medical issues that may arise. This to me sounded like a program that deserved a lot more traction, as it would bring the handling of those issues closer to home. The appeals process was also discussed and what avenues the mariner had to appeal any negative decision by the NMC to relicensing or certifying. While appeals still seem daunting, and it still remains the applicant's burden to prove the NMC in error, we are hopeful that the process will be streamlined and made simpler for the mariner to complete.

the norm of what we will see in the future. In regards to actions at the NMC to streamline the licensing and relicensing of mariners, all three were willing to listen and absorb questions from the floor. If this is the "new" friendlier Coast Guard, then I applaud the efforts and pledge that CAMM will be willing to step up and work with them.

As I begin my final year as president, I look forward to working with my replacement, whom ever that may be. The national nominating committee has been appointed and consists of the regional vice presidents. They are: Captains Johannes, Niem, Phillips, Goff, and Preville. All national positions and many regional positions will be up for election next year. If you are interested in filling one of the national open positions, please contact a member of the nominating committee.

Wishing you smooth sailing and calm winds,

Captain Calvin C. Hunziker

Council Reports

Editor's Note: Many chapter reports will be found on pages 17-19 as part of our AGM coverage from Baltimore.

Sidelights

submitted by Captain Tom Bradley

Due to extensive event coverage from Baltimore, with 19 speakers, many submissions received were not printed in this issue. We lack advertising revenue to expand beyond 40 pages. These submissions are filed as high priority for consideration in the next issue, to be released in October.

Columbia River

submitted by Captain Tom Bradley

We meet the 2nd Friday of the month with out fail, catching up on the latest news of interest to CAMM and members. We've added one new member and as our chapter grows, we get more at the meetings. Recently we talked about the CAMM National survey, why it's

important to keep *Sidelights* going and how well it has been received not only by the members but people outside of our industry.

Houston

submitted by Captain Tom Stapleton

The newly-revived Houston Chapter met in March with 13 attendees. During the meeting we discussed many topics, including the desire to financially assist Father Sinclair Oubre's project to host the *S/T TEXACO OKLAHOMA* commemoration and symposium on the March 25th in Port Arthur, Texas. Later with unanimous agreement, we presented a check to Father Oubre to help sponsor this event. In other business, all concurred to continue meetings year-around to maintain the momentum. We see the key to our

rebuilding effort is to make the meetings consistent, welcoming, and worth attending. The chapter is slowly growing and has several interesting guest speakers scheduled in the months ahead.

Our monthly guest speaker, Mr. Glenn Roddick of DOF Subsea USA, gave an



US Coast Guard Color Guard in Port Arthur on March 25, 2011 pays tribute during the wreath laying ceremony commemorating the 40th Anniversary of the Sinking of the S/T TEXACO OKLAHOMA.

PHOTO: TOM STAPLETON

New Members

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

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<i>Chief Mate, Horizon Lines</i>
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<i>Retired, Master Mariner, First Class Pilot</i>
Sponsored by Captain Tom Stapleton #2328-R</p> <p>3307-H Captain Eric P. Christensen of Washington, D.C.
<i>USCG, Chief, Office of Vessel Activities</i>
Sponsored by Captain Cal Hunziker #2457-R</p> |
|--|---|

Triple our Membership Drive

Sponsor 3 approved new members and be eligible to earn a free year's membership dues! Ask your Chapter President for more details. Membership applications are available online at www.mastermariner.org or request one from Capt. Liz Clark: captmm@bellsouth.net.

Reflections for the Future

Writing this column on May 10, 2011, my mind is drawn to May 10, 1986, the day I was ordained to the priesthood by the then Bishop of Beaumont, Bernard Ganter.



by Father
Sinclair Oubre
CAMM Chaplain
#3220-A

So many things have happened, and so many people have touched my life in these last 25 years. If someone had told me that I would become an outspoken

advocate for marines rights, that I would raise a million dollars and build a seafarer center in Port Arthur, or that I would be the catalyst for low/moderate income housing in my hometown of Port Arthur, I would have looked at them with a rather quizzical eye. And yet, these are some of the things that have taken place.

Something that we all must struggle with is the difference between doing what we want to do, and serving God where we are. I did not volunteer for most of my priestly assignments. In fact, they often were the last thing I wanted to do. However, as I look back, being in these places presented opportunities for me that I would never have thought possible.

Today is also the feast of St. Damien of Molokai. Born Joseph de Veuster in 1840, he applied to the American College, the American seminary in Leuven, Belgium. He wanted to be a missionary priest in the United States. However, he was

not accepted. (Being an alumnus of the American College, the rejection of St. Damien is one of our more inglorious moments.) He then applied to the Congregation of the Sacred Hearts of Jesus and Mary, where his brother was already a member, and was accepted.

In 1863, Damien's brother August was selected to be part of a group of priests missioned to Hawaii. However, August contracted typhus, and was unable to set sail. Damien petitioned his superior to allow him to take his brother's place, and in 1864, he and his companions arrived in Honolulu. He served for nine years on the Big Island of Hawaii, and, in 1873, took up a three-month posting at the lepersarium on Molokai. This temporary posting was life changing for Damien, the people of Molokai, and the future state of Hawaii.

For the next 16 years, Damien served the lepers of Molokai by the offering spiritual, physical and medical care. He cleaned wounds, bandaged ulcers, even amputated gangrenous limbs. He constructed new housing, medical facilities, an orphanage and a church. He ministered to those dying, dug graves, built coffins, and said funeral Masses, and he eventually contracted the disease himself. He died April 18, 1889.

If Damien de Veuster had been accepted at the American College, he would have joined the hundreds of immigrant priests who served the fledgling mis-

sionary communities in the western US territories, and he would be totally unknown to us. However, by serving where he was with all his heart and soul, he transformed the lives of thousands of people which society had abandoned on Molokai.

Since our last publication, the Apostleship of the Sea - Diocese of Beaumont and the Houston Chapter of CAMM sponsored the 40th Anniversary of the Sinking of TEXACO OKLAHOMA at the Port Arthur International Seafarer Center. The symposium attracted more than 80 people, and the audio and video proceedings will soon be available.

A common theme of the three living survivors, Clyde Bandy (3rd Assistant Engineer), Willie Jacquet (3rd Pumpman), and Estes Toson (Oiler) was the composure and direction given by 1st Assistant Engineer Eddie Bell. After the ship broke in two, Eddie organized members of the engine room to pull the stern away from the bow section which was pounding against the stern. He kept power and lights on the ship until the remaining

Continued on next page >>>

40th Anniversary of the sinking of the TEXACO OKLAHOMA:
Willie Jacquet, Estes Toson, Rick Koenig (son of Chief Engineer Joseph Koenig), Clyde Michael Bandy and Capt. Roland Respass (permanent chief mate who was on vacation at the time).



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CROSS'D THE FINAL BAR

LES KERTON #3075-A

Sailor Teacher Poet

Les Kerton passed away April 9, 2011 in Henderson, Nevada. He was born October 8, 1925 in Seattle, Washington. He attended Ballard High School, graduating in 1942. It was the Literature classes here that his interest in poetry first manifested itself.

His father and grandfather were both sailing ship men, so it was not surprising that he started going to sea at the age of sixteen on tugs and freight boats plying Puget Sound.

Upon graduation from high school he went to sea as an Able Seaman in the fo'c'sle of the last of the U.S. Army

Transport Service steam schooners.

In 1945 he attended the War Shipping Administration School in Alameda, California, graduating with a Third Mate license at the age of nineteen.

After following the sea for several years with a short time out to serve in the Army during the Korean War, he stepped ashore to teach navigation at Kildall's Navigation School in Seattle in 1960. After teaching for twenty years, he opened his own school, 'Offshore Navigation School' on Queen Anne. After the death of his wife in 1984, he sold the school to the Crawford family from California. ☆

Oubre >>> from page 7

crew were forced to abandon ship. Each survivor expressed how he owed his life to Eddie's presence on the ship.

On this 25th anniversary of my ordination to the priesthood, the thought that comes to mind is that it is not so important as to where one is, but what one does while he or she is there. ☆

Corrections: I want to thank CAMM member Capt. T.J. O'Connor for correcting an error in my last column. Drawing on my memory and not the NTSB report, I stated that the survivors were rescued by a Greek tanker. This was not correct. Eleven survivors were rescued by the Liberian tanker S/S SASSTOWN, and two survivors were rescued from the sea by the US tanker S/S TEXACO NEBRASKA.

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Chapters >>> from page 6

interesting presentation on tow out vessels, seabed scanning, and undersea simulation software that assists rig owners, ports, and pilots prior to towing rigs in and out of confined waters. The software has the ability display a simulated scenario in three dimensions of a drill rig's underbody in relation to the seabed during towing and maneuvering operations to mitigate grounding risks and damage during the actual tow out.

At April's meeting, Father Sinclair Oubre presented the chapter with a memento of appreciation for the support and assistance with the 40th Anniversary of the S/T TEXACO OKLAHOMA sinking on March 25th in Port Arthur. Father Oubre asked and received the chapter's commitment to help organize the upcoming Port Arthur Maritime Day in September.

Capt. Stapleton stepped up as the monthly guest speaker with a presentation on the *Golden Era of Breakbulk Carriage*. He discussed the techniques of the lost art of breakbulk planning and carriage and the impact containerization had to members of the deck department. As cargo responsibilities were gradually transferred ashore, the duties of a breakbulk chief mate morphed into a minor role as inexperienced cargo superintendents ashore were hired to supervise longshoremen at one-third of their salary.

New Orleans

excerpted from meeting minutes

Eight members attended our April 14th meeting at Don's Seafood Hut in Metairie. The possibility of shifting the meetings around to various places was discussed. A good time was had by all at the luncheon. Meetings will break for the summer and resume again in September. ☆



The Council of American Master Mariners, Inc.

Annual General Meeting Professional Development Conference

Baltimore ~ April 27-29, 2011

"The Master and the Burden of Regulations"

Hosted by the Baltimore / Washington, D.C. CAMM Chapter
Celebrating 20 years in December 2011

Contents

In this section you'll find summaries of each presentation given at the Professional Development Conference and by keynote speakers for Thursday and Friday night dinners. The presenters were thorough and more in-depth than Sidelights has space to print. Sidelights regrets summaries of the question and answer panels at the end of each session were not covered as part of these reports.

Summaries of officers' reports, views and positions updates, and survey results begin on page 18.

Coverage of the Command Seminar on Wednesday presented by ISFMA and The Nautical Institute begins on page 32.



Thank You Sponsors:





IMPROVING THE COAST GUARD'S MARINE INSPECTION PROGRAM

CAPTAIN ERIC P. CHRISTENSEN

USCG Chief, Office of Vessel Activities

Captain Christensen *volunteered* to “come into the line of fire” to speak at our event. When the memo came through, he looked at the agenda and realized his office is involved to a degree on virtually all the topics to be discussed. He feels it’s important for open dialog with issues between the industry and the USCG. He took many notes throughout the day and was available at all breaks for further discussion.

His office is responsible for the national inspection policy for the Flag State and Port State, the final agency action for marine inspection appeals, commercial fishing vessel safety and merchant marine medical. They cover inspection and certification of 12,000 U.S. Flag vessels and mariner licensing and documentation policy for over 200,000 merchant mariners.

Throughout his speech, Captain Christensen emphasized capacity and performance as essential elements, and tied all aspects together with proper training and career development. He admits the USCG has had competency and reliability problems, and realizes the need for more capable inspectors and enhanced service delivery to improve the way they interact with industry for quick turn-arounds and to expand outreach. No more hiding behind desks; they are

out in the community.

In the post 9-11 environment, the USCG focus shifted to security. In the meantime, safety took a back seat. In 2007, urged by industry and mandated by Congress, they began to refocus on safety and developed a Marine Safety Enhancement Plan, which Christensen took part in.

The USCG has added 400 billets, a 35% increase, into the marine safety program since 2007. The Plan includes a goal of a 30% civilian workforce to help ensure safety will not once again take a back seat. They are hiring higher level civilians as training officers and recruiting entry-level inspectors from the academies and seafarers moving shore-side.

The USCG feels that they can regulate better if their inspectors *understand* the industry. Christensen explained two successful training programs the USCG is utilizing: The Merchant Marine Industry Training and the Merchant Marine Indoctrination (Shiprider Program). Both programs are highly competitive, and becoming more popular than serving time aboard a cutter. With the Industry Training program, the USCG sends the junior officer to work for the company for 12 months. The Shiprider program is very similar, but are aboard a ship for six weeks with an 88-page check-off list of what they must learn and includes standing all watches. Masters have been a bit skeptical at first, but soon realize the USCG junior officer is coming aboard untrained, and that as Masters, they have an opportunity to train competent inspectors from the perspective of the vessel’s operations.

Captain Christensen emphasized the junior officers are put in these positions to learn, not to report back the the USCG. The goal is also to put the trainees in the area that they will be stationed at over the next three years to meet and work with the persons involved.

USCG academies are now required



by USCG Authorization Act to have a marine safety curriculum and now have liaisons at King’s Point and Cal Maritime. Their new program has the new inspector apprenticing for three years before moving up to journeyman, and then an additional three years of field experience before achieving the master inspector level.

The USCG has expanded its training ports from 3 to 18. On the job training is now done one-on-one, rather than six trainees followed by one inspector, resulting in a better learning environment.

Christensen explained his office sets credentialing policy and the NMC executes those policies. When Christensen come on as the Chief of Prevention at Sector New York with a regional exam center, the backlog was 16 weeks. As a licensed mariner himself (who must renew his license later this year), felt this was unconscionable. He took ownership of process — fired non-performing people, gave personnel the equipment and tools they need to be able to take care of the mariner, and focus on the fact that the employees are in the office for mariner credentialing. It took six to nine months to get the average processing time down to two weeks.

Since March, the NMC has a medical professional on staff to provide an independent review of medical issues and converse with applicant’s doctor if the mariner’s medical is an issue.

Christensen noted that all credentialing appeals are prepared by his office, but all final decisions rest with Admiral Cook. ☆



Captain Cal Hunziker presents Captain Eric Christensen with an Honorary CAMM membership.



THE MASTER'S INCREASED WORKLOAD CAPTAIN RODGER MACDONALD

ISFMA, Secretary General

Captain MacDonald presented a slightly different slant on the master's workload. He showed the linkage beginning with increased workloads and with that fatigue, which leads to accidents; hence possible unjust criminalization.

In many cases seafarers are treated as 2nd class citizens. It seems to be more and more that after an incident or accident, local authorities will grab masters, officers and seafarers and lock them up. Captain MacDonald calls this hostage-taking. Why? Because some shipowners/managers hide from their responsibilities and the Coastal States can't get a hold of them.

No new technology in the world has helped reduce the master's workload. Automation has reduced manning levels, while added responsibilities of MARPOL, the ISM Code, the ISPS Code have not been matched by increased manning levels. More and more paperwork has to be completed now. The result is tiredness.

Captain MacDonald related a common scenario in the English channel with a product tanker. The vessel is legally manned to minimum legal levels: Master, two mates, three engineers, and nine ratings. Over the previous 48 hours, visibility is poor and requires extra watchkeepers. The Master handles radio traffic in the busy channel. The vessel will move through four different berths. By the time the vessel approaches the Rotterdam Pilot station, both the master and chief mate have only had six hours of sleep in the past 48 hours. In addition to doubling up on watches, the master has sifted through the 37 mandatory documents he needs to keep valid to ensure the vessel is legally seaworthy, while the chief officer prepares the handover notes for his relief and Port State Control.

To add to the stress, the ship will welcome a number of visitors to keep the master occupied: pilots, immigration, customs, agents, bunkers, suppliers, port state control officer, cargo surveyors, class surveyors, P&I Club, off-hire/on-hire surveyors, and possibly port health. Masters can't get off the ship anymore!

Safer ships and cleaner seas are the whole purpose of the IMO conventions, all done with minimum safe manning levels. Even potentially disastrous combinations as mechanical failures, bad weather, bad ship design, tight schedule, the leadership and ingenuity of the master and the flexibility of a good crew, can somehow hold this altogether. He pondered that perhaps this one of the worse problems – seafarers *can* do it – because they *have* to. The point is that they *shouldn't* have to.

The EU has 48 hour work week directive, and it's even lower for other transportation workers. Yet, we expect seafarers to legally work 98 hours per week. The Manila Amendments to STCW Chapter 8 Watchkeeping increases the minimum rest hours from 70 to 77 hours per week. What is worrisome is that over 48 hours, the four-hour break does not need to be consecutive and includes meal breaks.

The Master's workload continues to increase and there is no sign of improving minimum safe manning levels. The industry realizes fatigue is a problem; Danish and Swedish research shows there can be a solution, but it is ignored. More can be done by administrations, PSC, underwriters, and shippers, but the solution really lies in the hands of the shipowners and managers. ☆

REGULATORY COMPLIANCE: THE ROLES OF THE SHIP'S MASTER AND THE OPERATING COMPANY

CAPTAIN DENNIS NEWBANKS

CAMM Member 2617-R; MITAGS Faculty

The skill set needed to be an effective shipmaster goes far beyond regulatory compliance. Shipmasters must be leaders and managers tempered through experience and education to make the right decision at the right time. Captain Newbanks referred to this "Ocean Matured."

Times have changed. The master's duties have increased ten-fold, and operating companies have not kept pace with these changes. The burden falls on the master with little, if any, support.

Captain Newbanks would joke with his chief mates that if they found themselves thinking, they were not doing their job. This is no longer tongue-in-cheek and applies to masters most of all!

The need for shore-side support is real and long term, and the regulatory

burden needs to be shared – and shared now.

Regulatory burden references are too numerous to mention, though Captain Newbanks pointed out examples from articles in recent issues of *Sidelights*.

Captain Newbanks compared the costs of failures vs. the costs of support. Costs of failures: failure to assess properly, make prudent decision, to support, and to seek support. Costs of support: task analysis, share regulatory burden, tame the SMS manual, and provide a regulatory compliance officer. He noted that the responsibilities are still in the hands of the masters, but the burden (workload) needs to be shared with junior mates, shore-side staff, and a regulatory compliance officer. ☆





THE MASTER AND PIRACY REGULATIONS CAPTAIN GEORGE A. QUICK

IOMM&P Vice President – Pilots



Captain Quick has been a member on the IMO Working Group on Maritime Security since its formation after 9-11. The focus on piracy has increased over the past few years,

and the group is responsible to set international {lack of} policy.

The National Security Council (NSC) has overall responsibility for counter-piracy policy for the U.S. The NSC developed an action plan in 2008 along three lines of action: Reduce vulnerability of ships by sharing information and the use of Best Management Practices (BMP) to avoid pirate attacks; interrupt acts of piracy by interdiction and intervention in pirate attacks, disrupting bases in Somalia, and depriving pirate's ransom revenues; and hold pirates accountable through prosecution.

The action plan relies mainly in the hands of the Dept. of Defense, Dept. of State, USCG and Government Accounting Office (GAO), with 13 additional U.S. governmental agencies playing smaller roles.

Piracy hijackings have increased in both scale and violence. The GAO reported a seven-fold increase since 2008, with a 30% success rate in 2010 (highest on record). Also escalating are the number of hostages held, length of time held, and amount of ransoms paid (now average \$4M USD). Pirate attacks so far in 2011 are significantly higher. Pirates operating from captured mother ships have increased their range of operation, and are now capable of operating in seasonal monsoon conditions.

As pirate operations have evolved, the NSC action plan has not kept pace: The GAO believes there is an urgent need for review, concerned there is no systematic method for tracking the costs of the counter-piracy efforts and are unable to determine if it is achieving the desired results. While the GAO would like to

quantify the results; it is clear those policies are not effective at suppressing piracy.

The Dept. of State believes the best action plan is to deprive the pirates of ransom revenues, however it is very hard to track the money. The NSC calls for disrupting bases in Somalia, but no action has been taken.

Under UNCLOS, piracy is a crime of universal jurisdiction, yet prosecution is a matter of national "soft" laws. The multi-national character of the Flags of Convenience (FOC) system complicates the situation where there's no clear national responsibilities. Navies who capture pirates often can't find States willing to prosecute.

The area pirates operate are too vast for navies to enforce, and military assets are urgently needed elsewhere (particularly Afghanistan and Iraq). Pirates continue to attack less than one-half percent of shipping, and of those, have a 30% success rate. The Dept. of Defense argues that due to the relatively low number of incidents, merchant shipping needs to play a larger role in its own defense. It's noted in all cases where private security teams are employed, they have successfully kept pirates from boarding, mak-

ing ships a hard target. Use of armed ships is contrary to BMPs, however, the ships that have 100% record of deterring pirate attacks are the ones that ignore the BMPs. Many Port states are against use of arms, which can create difficulties in ports of call.

U.S. Maritime Labor's position is that protection from piracy is a government responsibility, and in the absence of a willingness of the government to provide protection, ships should rely on private armed security. The ship, crew and armed security teams have a right to use arms to resist piracy under U.S. law, and the U.S. should provide legal and diplomatic support to individuals alleged to have violated foreign laws after an incident involving the use of armed protection against piracy.

The USCG is currently formulating its policy on the use of arms for defending against pirate attacks and rules of engagement.

The attitude is beginning to change internationally on the use of arms. The U.S. and Russia were perceived as gun-happy – shoot first and ask later. With piracy-related violence escalating, countries are now starting to change their policies to favor the use of arms. ☆



THE BUSINESS OF SALVAGE

CAPTAIN RICH HABIB

Managing Director of Titan Salvage

Salvers operate under three basic principles: reward for efforts, no cure no pay, and the result must be useful.

There are a lot of myths about how salvers are awarded under traditional salvage contract. The six criteria for awards are the salvaged value of the vessel, including bunkers and cargo after damages are subtracted away; skills and efforts salvaging property and preventing environmental damage; measure of suc-

cess; nature and degree of danger as private citizens; financial risk and liability; promptness; and state of readiness and efficiency of equipment.

Salvers pay for all expenses up front, often in tens of millions of dollars and the reward may not come for another two or three years. To add to expenses, salvers may carry as much as \$100M in liability insurance.

The standard salvage contract, Lloyd's Open Form (LOF) is a very simple, one-page contract which binds in property owners to share salvage costs. Awards are

IMPROVEMENTS TO REGULATION ENFORCEMENT WITHIN THE PORT OF BALTIMORE

CAPTAIN MARK O'MALLEY

Commander, USCG Sector Baltimore

Captain O'Malley opened with a brief overview of the COTP responsibilities, then reminded us that security is not a relatively new function and dates back to 1915 when the USCG was designated as a military service.

The real purpose of their jobs is to keep ports healthy. He constantly reminds his crew that they are there to ensure commerce moves efficiently and effectively, and ships and mariners are safe and secure, because it is the lifeblood of the nation's economy.

Captain O'Malley constantly instructs his inspection teams that the Master doesn't wake up in the morning thinking the USCG is the most important part of their day. Masters have many other duties and regulators to deal with as they come into port. He reminds his teams who else is on the ship, and the costs of doing business - tugboats, pilotage, and regulations. The Master has a lot more than the Coast Guard on their minds.

Maritime security is based on layers of efforts. After attending his first IMO meeting, Captain O'Malley saw the dynamics of all the countries coming together to a common goal. IMO opened his eyes to instruct his teams that

all these regulations are not only made by Congress or other federal agencies, but to think internationally with ISPS, SOLAS, etc...

Captain Hartnett asked Captain O'Malley to comment on the reason it seems things are running smoother in the Port of Baltimore now than in the past. Though he couldn't pinpoint a reason, it's terrific and he's happy to hear it. The Captain believes it is not just Sector Baltimore that has improved, but rather the entire USCG. It's an atmosphere they try to create: teach their cadets and junior officers that merchant ships are trying to conduct business. They're looking at it in a holistic way, in terms that they are a part of keeping the ship safe



Captain Cal Hunziker presents Captain Mark O'Malley with an Honorary CAMM membership.

and Master mariners are just that - Master mariners; licensed and educated with years of experience.

When the USCG trains their inspectors, they emphasize them to honor the profession, the mariner, and what it takes to become a pilot or Third Mate. Often the junior officers are eager and want to do things really well, but then become overzealous. They're trying to tone it down.

Over time, search procedures have been refined using a risk matrix; they're being smarter about which ships to board and they are not holding up ships "just because." The matrix looks at the last five ports the ship visited for countries with issues, based on port visit assessment reports; cargo that's either hazardous or of particular interest; and the ship's history for discrepancies.

Captain O'Malley encourages inspectors to think further out: crew history, ship history, then do risk assessments. He tells them to ask themselves "why?" when they inspect something. "Don't simply inspect it because you can, but because it has value." Making good decisions and valuing partnerships is good business. He encourages his inspectors to notice the facility when they pass through to inspect a ship, and to notice the ships when they inspect facilities. He wants them to engage people along the way; have coffee and chat. They'll not only learn, but have a better sense for how the business is run.

From Captain O'Malley's view, OPA 90 (expensive) and MTSA ultimately make good business. Costs of compliance are far cheaper than non-compliance, particularly with oil spills. The reputation of a company far exceeds the cost of compliance and he urges companies to do the right thing in the beginning. MTSA cuts down on crime and cargo loss, resulting in better consequences for compliance. ☆

typically determined by settlement with owners, salvors, and underwriters based on services rendered. If an amicable settlement cannot be reached, then it goes into arbitration with Lloyd's of London.

The largest part of their efforts deals with environmental issues. Environmental claims by far exceed ship claims. From 1994-2009, salvors have recovered 15,976,297 tonnes of potential pollutants. Often salvors will remove oil and leave the wreck behind. Currently, the U.S. has started to prioritize some 6,000 WWII wrecks in U.S. waters, reaching steel-life limit, which may soon rust through with large discharges of oil. Norway is far ahead of the U.S. in reducing these types of threats.

Captain Habib's slideshow highlighted tools and techniques they use in varying situations: restoring buoyancy, weight reduction, applying necessary force, and altering the depth. His presentation outlined the salvage procedures of the APL PANAMA off Ensenada, Mexico. The project took four months and \$30M in expenses to complete and remains the largest LOF contract to date.

Salvors face many of the same issues as Master mariners. They deal with much of the same vessel paperwork, they can be criminalized for leaking bunkers or oil during removal processes, and because the nature of the work is multi-skilled, find it difficult to recruit workers into the industry. ☆



THE MASTER AND NTSB INVESTIGATIONS CAPTAIN ROB JONES

NTSB, Senior Marine Accident Investigator, Office of Marine Safety

While aboard cableships most of his career, Captain Jones was intrigued by many NTSB reports he read. He retired as a Master in 2003 before being hired by the NTSB.

The National Transportation Safety Board was established by statute ... *to promote transportation safety by ... conducting independent accident investigations and by formulating safety improvement recommendations.* The NTSB may investigate any major marine accident involving a foreign vessel which occurs in U.S. waters, may investigate any major marine accident involving a U.S. ship anywhere in the world, may investigate other marine accidents of a recurring nature, and shall investigate any collision between a public and a non-public vessel.

The NTSB defines major accidents as six or more lives lost, total loss of vessel of 100 GRT or more, \$500,000 in property damage, or a serious threat from the release of hazardous materials.

Captain Jones outlined the NTSB investigation process. First is the launch of the "Go Team." Go Teams consist of an Investigator in Charge (IIC) and a team of technical experts from the Research and Engineering (RE) labs, and, depending on the nature and media profile of the accident, may include NTSB representa-

tives from public affairs, Transportation Disaster Assistance (TDA), and possibly a NTSB Board Member. The NTSB can ask the USCG to lead an investigation, or another flag state can request the NTSB to assist with their investigation. The IIC stays with the investigation through the entire process from day one through to the Board meeting to adopt the report.

When Captain Jones arrives on scene, he hands all involved a copy of the *NTSB Investigative Authority Manual*. On-scene, the IIC will designate investigative party groups, each led by an NTSB investigator, for deck operations, engineering operations, survival factors, and human performance. Additionally, weather and voice data recorder (VDR) groups may be formed. Members of party groups may include the USCG, an owner-operator representative, and technical experts from manufacturers. Parties cannot simply sit in as a representatives; they must bring some level of expertise to the investigation. Party members will assist in field investigations by collecting and sharing facts gathered. Party members will NOT include attorneys, insurance representatives, nor members of the press. Party members will not participate in the analysis – that is strictly an NTSB function.



Back at NTSB offices, Research & Engineering (RE) is the guts of the investigation and includes a materials lab, fire and explosion lab, recorders, performance, and medical support. RE can superimpose voice recorder data with vehicle performance to check for discrepancies with command orders against actual vessel actions to help determine the chain of events. Medical support evaluates operators for fitness of duty, drug testing and health issues.

An average investigation takes 12 months to compile before sending to the Board for adoption. The five NTSB board members are nominated by the president and confirmed by the Senate. Parties are allowed to submit their own findings, probable cause, and recommendations to the board via the NTSB. Parties are invited to attend hearings, but do not have voices. Once the board adopts report, it becomes a public document. All the factual on-scene information is released, with the exception of the actual voice on the VDR. ☆

TUG AND TOW RELATIONSHIPS

CAPTAIN BOB DEMPSEY

McAllister Towing

Captain Dempsey is currently a Tug Captain with McAllister Towing. He started his sailing career aboard a fishing vessel before working as a fishing rig inspector for eight years. He then decided he liked sailing better than inspecting, so sat for his AB and did tours in the Persian Gulf. He joined McAllister in 2004.

McAllister participates in the USCG industry training for Sector Baltimore, as Captain Christensen earlier described. They bring trainees on board their tugs

to learn the business, how the tugs work, procedures and more.

He talked a little about the relationship between the towing companies and the Pilots; they are there to support the pilots and assist as required to safely dock and undock vessels within the port. He related how all the different sectors of the maritime industry are all small parts to a very large industry.

He is looking forward to see what new regulations will come into play in July to make the industry a better, safer place to

work.

Captain Dempsey proudly spoke on

their upgraded power plants and of tugs which use less fuel and definitely produce fewer emissions: a 12-cylinder EMD 710 Series and a 99KW John Deer Powertech.

As part of his responsibilities, Captain Dempsey audits 13 McAllister vessels in other ports on the Eastern seaboard. ☆



THE STATE OF GOVERNMENT REGULATIONS RELATING TO SEAFARERS AND SHIPPING

MR. WILL WATSON

CAMM Member # 3256-A; International Registries, Inc.

Every year, Mr. Watson gives a brief report of the good things Capitol Hill has accomplished for the maritime community over the past year. Essentially nothing has been done since the election change. Congress is stalemated due to the economy with a budget impasse, and saw the loss of two key congressman who understood maritime policy. Many of the bills introduced in the last session dealt with the offshore industry, but died at end of last session. Very little new legislation has been produced this year.

The Maritime Labor Convention (MLC) 2006 won't have much impact in the U.S. Most seafarers serving aboard U.S. vessels are union members with decent contracts. The MLC 2006 is meant to protect and guarantee decent working conditions for seafarers working in deplorable conditions. 12 nations have ratified MLC 2006, including most of the major maritime nations, with the excep-

tion of our own government. 18 more nations need to ratify it for it to become effective in 2012. Labor unions favor it, but no one in Washington is pushing for ratification. If Congress does not ratify MLC 2006, probable consequences are that when U.S. flagged vessels enter port in States who have, U.S. Masters will be subject to more audits and paperwork.

The Obama administration now has a policy that registered lobbyists cannot serve on any consultative boards that are part of federal agencies. For maritime industries, boards run by USCG, DHS, etc., are now banishing many members from their boards. This means there is less input within the federal government and to regulators from people who know what they're talking about.

Mr. Watson favors the creation of the Maritime Information Sharing and Analysis Centers (ISACs), which he has written about in *Sidelights*. The way the



law is set up, Masters know what the MARSEC level is, but do not have any data from USCG security audits of foreign ports, other than blacklisted ports. Maritime ISACs will benefit masters by collecting and distributing security data anonymously. For example, while at anchor, a watchstander may notice someone shimmy up the rope. A few guys muster forward, the intruder swims away – no harm, no foul. Masters often don't report these incidents to the USCG because they don't want to undergo inspections at the next port. Maritime ISACs will strip vessel name and time to keep it anonymous, yet share the security incident with the USCG and other vessels calling to that particular port. ☆

STRATEGIC OBJECTIVES FOR CONTINUING PROFESSIONAL DEVELOPMENT

CAPTAIN JAMES ROBINSON

President, The Nautical Institute



Continuing Professional Development (CPD) is the core of everything they do at The Nautical Institute (NI). The NI was originally a British organization before opening their membership internationally. Even though the NI works closely with IFSMA, they are purely a professional organization, and their by-laws do not allow them to do anything that is seen as union.

Last year, the NI opened membership to include those qualified and involved with putting ships to sea. They are recruiting personnel from VTS, Coast Guard, and Navies. In the future they see themselves becoming a forum for discussion with all stakeholders involved.

The NI promotes professionalism, best practices, respect, safety, and represents members' voices with NGO status at IMO.

Continuing professional development looks further than the skills needed to do the job; it encompasses a broader understanding of maritime activities. Objectives of CPD are a structured approach to facilitate interaction to achieve safer and more effective maritime operations and enhance career prospects. The NI accomplishes this through an integration of their publications, projects, participation, training services, and committees.

The NI's publications include *Seaways* magazine monthly, a series of *Best Practices – Practical Guides* written by practitioners for practitioners with titles such as *Mooring Practices*, *Bridge Team Management*, *ECDIS*, *Tug Use in Port*, *Bulk Carrier Operations* and many more.

A notable NI project is the Mariners Alerting and Reporting Scheme (MARS), which emphasizes lessons learned. Mariners who notice, experience, or see something, can anonymously describe an incident where other mariners can read and learn what went wrong.

The *Alert! International Maritime Human Element Bulletin* discusses how humans interact with modern technology, such

Continued on next page >>>



Robinson >>> from page 15

as e-navigation, which was discussed in-depth at the Command Seminar (see page 34). Another project the NI is exploring is how gaming technology can be used for simulation training.

Currently the NI offers both accredited training and self-learning schemes in many maritime areas, and is looking at developing accredited courses for ECDIS and ice navigation.

The most recent NI President's Survey, taken every 5 years, showed competency as the top concern, followed by criminalization, piracy, and manning levels. The results from this survey are used to develop the NI's strategic plan and CPD courses over the next 5 years.

To enhance CPD, NI developed a web portal and is working on establishing a mentoring scheme by members, for members.

"If I do not continue to move forward I will surely fall behind" - Captain James Robinson. ☆



Captain Cal Hunziker presents Captain James Robinson with an Honorary CAMM membership.

CHAPLAIN'S REFLECTIONS FATHER SINCLAIR OUBRE

CAMM Chaplain

Since the last time we were all together, we can celebrate the fact that the US Congress did pass the USCG authorization Act to include Section 811: *"Each facility security plan approved under section 70103© of title 46, United States Code, shall provide a system for seamen assigned to a vessel at that facility, pilots, and representatives of seamen's welfare and labor organizations to board and depart the vessel through the facility in a timely manner at no cost to the individual."*

Seams like easy language, but if you don't want to cooperate, things get muddled in the process. Admiral Cook asked for advice from National Maritime Security Advisory Committee (NMSAC) to further define "system", "timely" and "no cost to the individual," which confused things more. On March 22, 2001, members of the NMSAC, including Father Oubre, had a large conference call with to try to define these.

Facility associations wants to have the least regulation and the most flexibility that is possible. They don't want to held down to specifics. Seafarer Welfare Agents, Ship Owners and Maritime Labor felt tremendous frustration because the discussions were the same as before Section 811 passed. There is frustration on the USCG's refusal to show leadership or promote a concept of "best practices."

There needs to be a paradigm shift in the discussion from one of only protecting one's rights (e.g.: property

rights), to a shared co-responsibility among stakeholders of assisting the seafarer to access shore leave through the facility in a timely manner that has no cost to him or her.

Seafarer services grows out of two sources: a Christian-based idea to welcome the stranger; and state-sponsored services, sponsored by other countries.

State-based seafarer welfare agencies are declining due to loss of Flag fleets or are turning into ex-Pat centers. Religious based services are facing challenges that are eroding seafarers services; waning congregations means fewer resources, and a lack of religious seafarers who would rather go shopping than donate \$6 for transport services or participate in a religious service questions the church's priorities.

Demands for seafarer services continue to grow, but seafarers, facilities and ship owners continue to dodge costs and support. Seafarer welfare agencies will collapse and be replaced by a much more expensive private service that offers very limited seafarer welfare services (e.g.: transportation and phone cards).

MLC 2006 is a high priority among seafarer welfare agencies, and the EEU is expected to ratify it this year. Secretary Hilda Solis in the Dept. of Labor has initiated the process for U.S. ratification, though there is no action or organized initiative in the U.S. to urge Congress to ratify MLC 2006. ☆



A few active sailing masters earned professional development credits from their employers for attending.



Captain Tim Brown welcomed CAMM members to the PDC.



Captains Jack Boak (top left) and Chriss Carson (top right) address communication issues at the NMC to USCG Captain Christensen.



Captain Dick Klein



Captain David Dwyer

DINNER AT THE RUSTY SCUPPER

SPECIAL GUEST

HONORABLE HELEN DELICH BENTLEY

PORT OF BALTIMORE NAMESAKE, FORMER CONGRESSWOMAN (1985-1995)
PAST CHAIRWOMAN OF THE FEDERAL MARITIME COMMISSION (1969-1975);
CAMM MEMBER #1070-H

Ms. Bentley's witty sense of humor captivates her audiences. As the Port of Baltimore namesake, she refers to the Port of Baltimore as "her" port, and related a story about sharing her birthday candles during the Port's 300 year celebration.

CAMM was pleased to have Ms. Helen Bentley grace us with her presence as our special guest. Ms. Bentley, from Ely NV, had never seen a ship until as a young reporter, when the *Baltimore Sun* sent her to the port for a story. She developed an appreciation for the merchant marine and quickly realized its importance not only to Baltimore, but to the country. Even at the age of 87, she remains an active advocate for the industry. CAMM recognized her advocacy by inducting her as an Honorary CAMM member after Nixon appointed her Chairwoman of the Federal Maritime Commission in 1969.

Dinner at *The Rusty Scupper* yielded fantastic views of Baltimore's Inner Harbor. From where she stood, Ms. Bentley pointed out through the large glass windows the many changes that have taken place throughout "her" inner harbor over the last sixty years, with some historical background. The location of *The Rusty Scupper* was the Pratt St. Pier, where the first load of cars to enter the Port of Baltimore was unloaded. She pointed out the historic *USCG CUTTER TANEY*, which is the last remaining vessel afloat that was present in Pearl Harbor during the attack on Dec. 7, 1941.

Bentley reflected on former Baltimore mayor William Schaefer, who recently passed. After reading many of Ms.

Bentley's articles in the *Baltimore Sun* about the ugly, rusty old 1940s-era cargo steamships left in the harbor from the old runs between Baltimore and New York City, he decided to clean it up. The Baltimore inner harbor is now lined with a boardwalk, retail, historic vessels, an aquarium and more. (Capt. Hartnett took flack all evening from her for not including a tour to the aquarium as part of the agenda.)

She related the reason she ran for Congress – the incumbent did not realize the importance of the Port of Baltimore, and she wanted the shipping channel improved. It took her three times to beat him, but she finally won and got her channel in 1986. "Thank you very much, Helen," she quipped.

She spoke proudly of the Baltimore Maritime Industries Academy High, where many students didn't even know there was a major port only six miles away. Looking into the near future, in two years, a new terminal will be opening in the Port of Baltimore that can handle ships up to 14,000 TEUs, well ahead of Panama.

Captain Hunziker presented Ms. Bentley with a certificate of appreciation for her many years of service and dedication to supporting and advocating the merchant marine. ☆



Dinner along Baltimore's Waterfront



Captain Rodger MacDonal engages Captains Jerry Benyo and Dave Boatner in spirited conversation.



Captains George Sandberg and Jim Fitzpatck



Captain Hunziker presents Ms. Bentley with a certificate of appreciation.



Lisa Hall, Captain Dave Argauer



Captains Dennis Newbanks, Joe Hartnett, George Quick, Rob Jones



Captain Beth Christman



Laughter roared from this table all evening: Captain Rob Jones, Jose Rivera, Donald Moore, Jr., and Mrs. Rivera, Captain Alison Ross Schulte.



At the **Annual General Meeting**

STATE OF C.A.M.M.

C.A.M.M. National President Captain Cal Hunziker



Welcome to the 2011 AGM at MITAGS being put on by the Baltimore/Washington D.C. chapter of C.A.M.M. It's with great appreciation that I thank chapter president Captain Joe Hartnett and his crew for the great PDC, programs, and the meal with Helen Bentley as the guest speaker last evening.

C.A.M.M. is doing a great job of holding its own. As we read through the list of those that have crossed the bar, we will follow that with a reading of the list of new members joining C.A.M.M. C.A.M.M. still has ten active chapters, four on the west coast: Seattle, Columbia River, San Francisco, and Los Angeles/Long Beach. Four on the Gulf Coast: Houston, New Orleans, Mobile, and Tampa; and two on the East Coast: Miami, and Baltimore. New York still remains inactive, and unfortunately, due to the financial condition of C.A.M.M. over the past two years, I have not been able to visit Boston and Portland, Maine to help start chapters in those areas. It is my sincere hope to be able to do so before my term expires at the C.A.M.M. AGM, next year.

Many of you know Captain Tom Bradley, and I have to report that he is not here due to undergoing a very serious heart operation at the end of March. His health concerns put further emphasis on the need to find someone that will volunteer to work with Tom as an assistant editor of *Sidelights* to learn the ropes and take over the reigns if and when Tom can no longer carry out those

duties. As you all are well aware, *Sidelights* is presently our major outreach to not only our members, but to members of congress, the coast guard, and industry, both here and abroad.

Speaking of taking over duties, 2012 is an election year for C.A.M.M. officers. My term is up, and Don Moore has chosen not to seek re-election, and I am termed out by our constitution and by-laws and all other national officers will be up for re-election if they so choose. I will be appointing a national nomination committee of five by the end of the day, and would request that the area vice presidents volunteer to be on that committee.

Financially, C.A.M.M. is holding its own now that we have some advertisers to cover a portion of the cost of producing *Sidelights*. We still need to add advertisers in order to free up dollars, allowing C.A.M.M. to attend meetings, hearings, and political functions to further the causes and positions that C.A.M.M. has taken up on your behalf. Don Moore will give you a detailed accounting of our financial situation later in the day.

I would now ask Father Oubre to come forward and I will read the list of those that have crossed the final bar followed by a prayer by Father Oubre, and a moment of silence. Could you please stand. Thank you. ☆



Maritime Industries Academy High presents the Colors for the opening of C.A.M.M.'s business meeting.

NATIONAL OFFICERS' REPORTS

First Vice President

Captain Liz Clark

Present, no report.

Second Vice President

Captain Vic Faulkner

Not present, no report.

Secretary / Treasurer

Captain Donald Moore, Jr.

Since the 2010 AGM, our membership total has been reduced from 888 active members to 842 active members. We have gained 22 new members and lost 68. 22 members crossed the final

bar, four resigned, and 42 members were removed from the active list per the requirements of Article II Section (4) of our By-Laws.

C.A.M.M. sent out 766 dues invoice and information sheets for 2011, with returns from 523 members, leaving 243 yet to respond. Capt. Moore is working on dues in arrears from 2008, 2009, and 2010. The good news is we have collected several thousand dollars in back dues in the last three years. The bad news is we have removed 42 members from the active membership list in the past year.

A program to locate more "Lost

Captains" is in progress. Arrears lists were sent to the Regional Vice Presidents and to the Chapters and to Captain Tim Brown of MM&P. He cross-checked this list with the union contact list and we located several members. This type of co-operation is continuing and our hope is that we can reduce the arrears list substantially before next year's AGM in Seattle.

And finally, a reach out program has been initiated to bring retired Panama Canal pilots into the active membership rolls. We have sent out over 100 applications to this group, with five returned

thus far. If there is enough interest, there is a possibility of forming a chapter comprised of former Panama Canal Pilots.

Ten of our twelve chapters are up and running. Baltimore has risen from near demise to a flourishing entity. New York and Hampton Roads are still in "Drydock". Efforts are being made to resurrect these chapters. List of active members in neighboring areas of New York have been sent to Capt. George Preville in an attempt to start things up again. Reports will be made as events move forward.

Copies of the financial report for 2010 and the proposed budget for 2011 were available at the meeting. After all of the numbers were passed on the floor, it was opened for questions. These questions generated a discussion about *Sidelights*, its cost, our choice of publisher, and other ideas on maintaining the quality of the magazine.

North Pacific Region VP

Captain Carl Johannes

Capt. Johannes attends as many meetings as he can in Seattle,

and reports the SPNW chapter is involved with what's going on with CAMM at both the local and national levels. He spends much of the winter in Southern California and does what he can to promote CAMM there as well.

South Pacific Region VP

Captain Klaus Niem

At the SFBA March meeting, Capt. Niem continued talks with Capt. Harry Bolton at Cal Maritime (CMA) about starting a cadet chapter. CMA is enthusiastic to come on board, but will take some time to organize and put together. Capt. Niem would also like to start a CAMM chapter in Hawaii.

Gulf Coast Region VP

Captain Robert Phillips

The Mobile Bay and New Orleans chapters are holding together with about 6-8 regulars at the meetings, mostly retirees. New Orleans has tried to get speakers, but find many speakers won't address a small audience.

In Houston, Capt. Jack Lane departed the presidency at the end of last year and the chap-

ter reformed with Capt. Tom Stapleton at the lead. Houston has an active membership with members willing to step and get some work done. Capt. Phillips wishes there are more people like this in other ports.

South Atlantic Region VP

Captain Jerry Benyo

In November, Mr. Gerry DeTore from the Panama Canal Museum in Seminole, FL, gave an outstanding presentation on both the history and details on the expansions of the locks. This will have an effect on U.S. East coast with ports that can handle the larger ships. The Port of Tampa is also expanding with two new container terminals.

The week prior to this AGM, the IFSMA Executive Council (EXCO) meeting was in Tampa, and included a well-received luncheon with Tampa CAMM members who appreciated a deeper understanding of IFSMA.

North Atlantic Region VP

Captain George Preville

Not present, no report.



Capt. Donald Moore, Jr.



Capt. Carl Johannes



Capt. Klaus Niem



Capt. Bob Phillips



Capt. Jerry Benyo

CHAPTER REPORTS

Seattle / PNW

Captain Richard J. Klein, President

The SPNW chapter will be holding their Fourth Annual Golf Tournament to benefit Youth Maritime Training Association (YMTA) scholarships in September. Last year 88 golfers participated and raised \$9000 for YMTA's Scholarship program, one of which is now named after CAMM. In the Seattle area, the event has helped promote CAMM's name and given the chapter an excellent opportunity to explain who we are and what we do.

The chapter meetings average 15-20 members without speakers and 20-30 with speakers. The October meeting drew 88 attendees, where they hon-

ored their Maritime Person of the Year, William Crawford, and presented YMTA with the fundraiser check. In February, the Ladies Day luncheon also draws higher attendance.

Their most notable recent guest speaker was Capt. David Shoemaker, Captain of the fishing vessel *GALAXY*, which caught fire and was a total loss in the Bering Sea in October 2002 where three of 24 crewmembers perished. What hit members at the meeting was how the crew reacted to a fire that spread quickly and the procedures; Capt. Shoemaker had a hard time getting the word out they were in real trouble. During monthly drills aboard fishing vessels, they don't tell crew members about emergency com-

munications systems; which is a big difference between inspected and uninspected vessels, which require emergency communications systems procedures in weekly drills. Capt. Shoemaker is now campaigning for more regulations in the fishing industry.

Columbia River

Active, not represented.

San Francisco Bay Area

Captain Klaus Niem, President

Captain of the Port Cynthia Stowe attended a recent SFBA chapter meeting

Continued on next page >>>



At the **Annual General Meeting**



Capt. Richard Klein



Capt. Dave Boatner



Capt. Tom Stapleton



Capt. Dave Williams



Capt. Dave Goff



Capt. Joe Hartnett

Chapters >>> from page 19
and outlined some of the vessel traffic challenges the bay will face during America's Cup races and fanfare with the ferry lanes, sea-going vessels, race route, and pleasure boats. In addition, Capt. Niem reported that the SS *JEREMIAH O'BRIEN* will be sailing daily during America's Cup and needs 300 volunteers.

Capt. Niem will be attending a few high school job fairs this spring, handing out information and answering questions about pursuing careers in the maritime industry. The *JEREMIAH O'BRIEN* also offers an overnight opportunity program for early elementary up through high school ages to be learn about the life of a seaman.

Los Angeles / Long Beach

Captain Dave Boatner, President

The chapter continues to meet the 2nd Tuesday of the month with an average of ten rotating members at *Ante's* in San Pedro. Unfortunately, some of their younger members retired and moved north. Capt. Boatner confesses he is by far the youngest member by order of magnitude. Chapter membership is a three to one ratio of pilots to masters and include a few USCG Captains of the Port who were instrumental in putting together VTS. The chapter faces the same concerns they've reported the last several years: what is CAMM offering, what can CAMM do for the sea-going master, and how do we get that message to them?

Houston

Captain Tom Stapleton, President

The Houston chapter was inactive for about six months after Capt. Jack Lane relocated to Florida last year. They held their re-activation meeting in Kemah Beach and elected Capt. Tom

Stapleton as President. To ensure the chain of command, the VP is also the President-Elect.

The chapter has moved meetings from Galveston to Houston, an easier location for active masters and pilots, though Galveston was a good location to help support the TAMUG cadet chapter. Sabine pilots and port captains west of Houston are interested in attending meetings, but Houston is too far. They have a guest speaker at every meeting and average 10-20 attendees. Capt. Stapleton feels it especially important to get several active sailors to attend meetings. When he was actively sailing, he recalled feeling awkward being the only active master at a meeting of retirees, and that made him hesitant to become involved with CAMM. He feels it's important to hold active sailing masters and pilots in the highest regard, because CAMM must be able to understand their needs if CAMM's going to advocate for and support them. Capt. Stapleton is also trying to get local meeting dates listed in the *Houston Chronical*.

Capt. Stapleton pitched an idea for a column in *Sidelights*; a concept of having standardized questions, and interview the most promising chief mate or master of a given company as recommended by shore-side personnel. The purpose is to highlight people who are exceptional and the influence their mentors had upon them.

New Orleans

Active, but not represented.

Mobile Bay

Active, not represented.

Tampa Bay

Captain Dave Williams, President

The chapter is active with 45 members. They're able to maintain membership, but hasn't

grown. Capt. Williams brought up the concern with lifeboat release hooks as issued by IFSMA and suggested it be added to our agenda for Views and Positions.

Port Everglades / Miami

Captain Dave Goff, President

The chapter has 41 dues-paying members from a wide range of ages and experience. Summer meetings average eight attendees, and when the winter snowbirds arrive, meeting attendance increases to 16. There's a dozen regulars, including a few active masters who come when not at sea. The chapter hosted a few speakers; one marketing a radio distress beacon used by pilot associations, oil field workers, etc., that's attached to the life jacket and will automatically transmit when overboard. Another speaker was marketing a sonic signal to inhibit barnacle growth, and according to the speaker, was working with MARAD for possible use with ballast water. Often chapter discussions are impromptu; he'll ask the sea-going members to talk about their recent trials – most recently, how a Maersk Master on a Sri Lankan run deals with pirates on a regular basis. Local limited license associate members and a few retired USCG academy instructors added to the mix results in very interesting discussions.

Hampton Roads/ Norfolk

Inactive, not represented.

Baltimore / Washington D.C.

Captain Joe Hartnett, President

Capt. Hartnett thanked everyone for coming to the meeting and supporting the chapter. Last April, the chapter had a handful of active members and \$180 in

Continued on page 26 >>>



At the *Gala Dinner*

KEYNOTE SPEAKER

CONGRESSMAN ELIJAH E. CUMMINGS

7TH DISTRICT OF MARYLAND
SUBCOMMITTEE ON COAST GUARD AND MARITIME TRANSPORTATION

In his role as Chairman of the Subcommittee on Coast Guard and Maritime Transportation during the 111th Congress, Congressman Cummings oversaw the implementation of the U.S. Coast Guard's budget. He also worked to increase diversity within the Service and the Coast Guard Academy and strengthen the acquisition management process to ensure that our taxpayer dollars are used effectively and efficiently.

Ms. Helen Delich Bentley requested the honor of introducing her close friend and colleague, Congressman Elijah Cummings, at the Gala Dinner. Witty remarks aside, she praised his ability to learn the industry and get things done, especially with the TWIC card and the local maritime high school.

Cummings told us that when Nancy Pelosi appointed him Chairman of the House Subcommittee on Coast Guard and Maritime Transportation, he didn't want the job, because he gets seasick and can't swim. He confessed later that sometimes the things we think aren't important turn out to be the most important things in our lives.

Diversity is not a problem to Cummings, but rather a promise. He genuinely believes in focusing on common ground, not differences. An African-American Democrat, he joined together with a Republican "white lady" to make a difference in the maritime community. He stated no one has helped him more than Ms. Helen Bentley to understand the maritime community, and wholeheartedly thanks her for all she's done to mentor him in this position.

The two guiding principals in everything Cummings does are that we don't fall into the culture of mediocrity, and that we do everything in our power to make the earth better than we found it. He repeated this and tied it into his speech the entire evening. He related

side stories, every-day life situations and a few jokes to tie it all together and emphasize his points.

Cummings' mantra of the evening is to rise above mediocrity; work together to strengthen ourselves. Falling into a culture of mediocrity can only lead us to a situation where our country goes backwards. He feels we can always do better and it is not good enough to simply maintain. We're all better than that. He sets a high bar for excellence to prepare future generations, our country, our children - to take on those responsibilities that are very important to our position in this country.

When Cummings heard of the Maritime Industries Academy High, he discovered that it wasn't teaching anything maritime. Together with Ms. Bentley, they decided this wasn't right, and something needed to be done. Most kids attending the school didn't realize there was a major port only six miles away. Cummings drew the connection that if kids aren't exposed to new ideas, they can't dream about them. They contacted Glen Paine, Eric Nielsen and others in the maritime education community, set up a foundation, and now teach the aspects of the maritime industry and expose them to the many maritime careers available. Cummings commented that when he goes to the school, all he hears about from students and teachers is the "cool old lady" that comes.



They don't get excited about a congressman; Ms. Bentley is the superstar. And according to Ms. Bentley, Congressman Cummings is there more than she is!

It upsets Cummings that the USCG is asked to do more with less. He was pleased with the passage of the \$10.2 Billion USCG Authorization act. To give an example, he used the *DEEPWATER HORIZON* incident. The government had to pour resources in from everywhere to deal with it. He realized one root of the problem was in the acquisitions department. People often do not stay in positions long enough to develop the expertise required to do the job well. If you can't put a contract together that's in the interest of all parties and it works against each other, then that's a real problem. The contracts the USCG Acquisitions Department put together with private contractors favored the industry and did not meet the USCG needs; vessels were equipped with only 180° radar instead of 360°, radios were not waterproof, secure communications systems were susceptible to eavesdropping, boats weren't floating, etc... (sounds funny, but was unfortunately true). So with Congressman Cummings help, they put contracts together that will allow the USCG to obtain the proper equipment to get their jobs done effectively. At the same time, they found a way to turn the acquisitions department into a respected, attractive career.



Cummings commented on our theme of the burden of regulations. He urged us not to wipe them all off the board, but rather call for fairness and balance. He agreed there are many old, outdated regulations that need to go, but however, it is many of the regulations that today make our industry safer. A few years ago, he sent out a survey to industry and asked which regulations got in the way of their business. Most often the replies were with the EPA and OSHA. He commented that if we did away with OSHA, we'd send many people to work healthy and they'd come home in a coffin.

Cummings has spent a phenomenal amount of time trying to help put regulations forth. Maritime safety committees complained the process wasn't moving fast enough. The Authorization Act will help the USCG accomplish this goal. Recent legislation was put forth that includes provisions to save lives and preserve the USCG. Cummings believes it is a step forward, but was saddened that while many provisions were passed in the House, the Senate dropped them. One in particular is student loans for maritime workers, which would allow workers to be properly trained for and advance within the profession. The loan helps them fill the gap from where they are now to where they need to go in their careers.

Cummings commented on rebuilding trust and confidence in the USCG and system. He's trying to put in place systems for the USCG to be dependable – they actually will do what they say they will do. Many people do not want to appear before appeals boards because they feel before they set foot in the room, the odds are stacked against them. He strives to put in place systems to establish a trust with the USCG that is dependable, and the USCG Authorization Act gives them the resources they need to pull it off.

Cummings understands the industry; has a common-sense approach to find the real problem and fix it. He stressed it's not about what's right at the moment, but what is best for our nation and the next generation; not the next election.

Although Cummings is no longer the Chairman of the House Subcommittee on Coast Guard and Maritime Transportation, he will remain deeply engaged in maritime issues and feels he must "guard the change." Cummings is also saddened that many of the congressmen who understood the maritime industry were not re-elected for the 112th Congress. Budget cuts threaten the industry; he is deeply troubled by the data showing a dwindling U.S. Flag Fleet since 1981. Maritime policy must be formulated to revitalize the merchant marine. It's critical to fight to continue the cargo preference program at a full level. Cummings drew applause from CAMM members with his statement in favor to support the Jones Act. He commented that most congressmen do not

Captain Cal Hunziker present Congressman Cummings with a plaque which reads: "The Council of American Master Mariners Presents This Award to The Hon. Elijah E. Cummings In Recognition of the Many Years of Support he has given our Organization and the U.S. Merchant Marine" Captain Hunziker also presented Congressman Cummings with an Honorary membership into CAMM.

understand how the Jones Act is related to jobs.

He urged us to educate our new members so they can understand exactly what we do, and how important it is. If we, as masters and maritime professionals, don't make ourselves a priority, no one else will.

Cummings believes Democrats and Republicans must not only move to common ground, but higher ground. He's learned if people work together and truly have the interest of Americans at heart, making the world a better place, anything can be done. ☆



CAMM SUPPORTS MARITIME INDUSTRIES ACADEMY HIGH WITH DONATION



Captain Joe Hartnett presents Mr. Glen Paine, Chairman, Maritime Industries Academy Foundation, with a check for \$1000.

The Baltimore / Washington D.C. CAMM Chapter is pleased to present a donation to Maritime Industries Academy High in Baltimore. The Maritime Industries Academy High is a Baltimore City Public Schools maritime-themed high school with a military component that encourages its 600 students to take a leadership position in all aspects of their lives. The school motto "Our Honor is Our Anchor" holds students to a higher expectation regarding academic achievement, attendance, punctuality, and exemplary student behavior. The academy expects their graduates to have the knowledge, thinking skills and appropriate attitudes necessary for success in a global society. ☆



Mr. Glen Paine



Maritime Industries Academy High
Our Honor is our Anchor



At the *Gala Dinner*

THANK YOU CAPTAIN HARTNETT AND THE BALTIMORE / WASHINGTON D.C. CHAPTER



Captain Joe Hartnett and the Baltimore/Washington D.C. Chapter receives a certificate of appreciation from Captain Cal Hunziker on behalf of C.A.M.M. for their outstanding efforts in organizing this year's events in Baltimore and a successful re-activation of the Baltimore / Washington D.C. C.A.M.M. chapter.

CAPTAIN'S NAME DRAWN TWICE IN CASH RAFFLE



In over 25 years of monitoring C.A.M.M. Raffles, C.A.M.M. Treasurer Captain Donald Moore, Jr., has never seen one person win two prizes until this year. He won them fair and square. Imagine the chances of winning twice in a lottery that had over 4,000 chances!

Total Raffle collection for 2011: \$3,426.00.
50% for C.A.M.M.: \$1,713; 50% split amongst 4 winners:

- 1st Prize: \$857.00** Captain Thomas F. Taylor #2406-R of Bradenton, FL
 - 2nd Prize: \$514.00** Captain Harry Rogers #2044-R of Mays Landing, NJ
 - 3rd Prize: \$171.00** Captain Harry Rogers #2044-R of Mays Landing, NJ
 - 4th Prize: \$171.00** Captain Dennis Newbanks #2617-R of York, ME
- Total Prize Money **\$1,713.00**



Captain Dennis Newbanks, right, won the raffle for the painting *The Last Convoy* by Captain Brian Hope. The portrait depicts the Liberty Ship *JOHN BROWN*; the Liberty Ship *JEREMIAH O'BRIEN* and the Victory Ship *LANE VICTORY*. Captain Joe Hartnett, left, arranged the raffle.



Captain Tim Brown, Ms. Helen Bentley, Congressman Elijah Cummings



Captain Joe Hartnett, Congressman Elijah Cummings, Ms. Helen Bentley, Captain Cal Hunziker



Mr. Will Watson, Congressman Elijah Cummings, Ms. Helen Bentley, Captain Cal Hunziker



S 2011 LALONDE SPIRIT OF THE SEAS

CAPTAIN TOM BRADLEY

“I am humble and proud to accept this award; it is the highlight of my career.

I came into the industry via the back door, so to speak, not going to an academy and “coming up through the hawsepipe.”

I passed the exam on the first try, spent only six months as third mate, then one year as temporary Second mate, going chief mate when the chief mate got sick (I was chief mate until his relief arrived). About a month in, the mate’s relief broke his leg after only three days on the job. The office sent a message stating “if Bradley wants the job that badly, give it to him.” I still have the message.

After six months as chief mate, I sat for Master freight and towing, working as chief mate at sea for States Line and driving tugs when on vacation.

I went to work for APL in 1976, joined CAMM 1982, retired 1995 and started Captain Bradley Marine Consultants (not knowing I would become so busy). I then took a position as Terminal Manager for Marine Terminals Corp. I then ran for and was elected Port Commissioner for the Port of Vancouver, WA, the third largest port in the state, where I served for six years.

I became First VP for CAMM in 2002, and president in 2004; only promising to TRY and upgrade CAMM web site and the thing called Sidelights, to which we have had some success. The rest is now history.

Someone felt sorry for me and said maybe I should get this award.

I thank you all. It means lot. ”

Tom Bradley

The highest, most prestigious award bestowed upon a CAMM member in good standing, for their embodiment of humanitarianism, professionalism, seamanship, life-time achievement and noteworthy accomplishments, along with contributions to the maritime industry and the ‘Spirit of the Seas’ in their everyday lives.



Captain Fred Calicchio accepted this award on behalf of Captain Tom Bradley #1966-R, who deeply regrets he could not

companies (CSO), and has developed and reviewed many security plans for ports, facilities, and vessels.

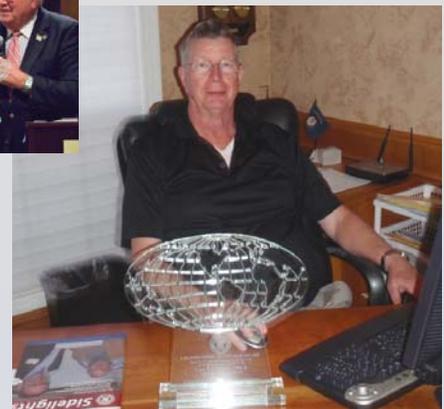
Captain Bradley’s deep involvement with CAMM spans nearly 30 years. In the past ten years, he has served as First Vice President, National President, turned *Sidelights* from a simple newsletter into a magazine, improved the website, established the CAMM Views & Positions protocols, added the PDC to the AGM, founded the Columbia River Chapter, instituted the Membership Administration System database for members, laid the foundations for the development of a CAMM strategic plan, and many more behind-the-scenes accomplishments too numerous to name here.

In addition, he aided in the letter-writing campaign to free a German Master, who had been criminalized in an accident in Alabama. ☆

accept the award in person. Captain Calicchio nominated Captain Bradley for this prestigious award.

Captain Bradley was raised in Arlington, WA. After graduating from high school in 1959, he joined the Navy, then earned a BS degree from the University of Washington before returning to the sea to begin his maritime career as an AB. Tom married his wife Linda in 1969, who has kept him on the straight and narrow ever since. He worked his way up the ranks with Crowley and APL. He sailed for APL for 19 years, and received commendations for deliveries during *Operations Desert Shield* and *Desert Storm*. He left APL in 1995 for a shore-side position as a Terminal Manager for MTC at the Port of Vancouver, WA. He retired two years later and was subsequently elected to a six-year term as a Vancouver Port Commissioner.

As a consultant, Captain Bradley was one of the first to complete the USCG training courses to train security officers for vessels (VSO), facilities (FSO), and



Captain Tom Bradley proudly displays the award on his desk. Inset: Captain Fred Calicchio, left, accepts the award from Captain Bob Phillips, Lalonde Award Chairperson.

Chapters >>> from page 20

the bank. They took hosting a CAMM National meeting as a challenge. The chapter has grown to 27 active dues-paying members, mostly active pilots and are trying to recruit retired masters!

Will Watson has been instrumental in opening the D.C. connection, and the chapter has rotated meetings between Baltimore and D.C. They've also attended many maritime functions in the area to promote CAMM and what it's about. King's Point Alumni Association in Chesapeake Bay has also been extremely helpful in making connections.

Every time Capt. Hartnett boards a ship, he hands out a recent copy of *Sidelights*; and if it's an American ship, an application, too. *Sidelights* copies are spread out in the pilots' office. They've spent the last year explaining what CAMM is and what CAMM's trying to achieve.

The chapter has offered to donate time and services to Maritime Industries Academy High, a Baltimore inner city high school, designed to influence and show young students there are opportunities in the maritime industry.

New York / New Jersey

Inactive, not represented, though Captain George Preville is attempting to re-start the chapter. ☆

*"There is no substitute
for a rested and
wide-awake person
on watch."*

~ Hal Roth

Business >>> from page 21

articles pertaining to current shipboard requirements and how they effect the master and pilot, written by working members.

Responses to a question concerning our website indicated that we need to do some housekeeping and updating to make the site more user friendly and attractive. 75% were in favor of a CAMM Members Only page for internal discussions. We also noted the readability problem with the electronic version of *Sidelights*. All of these concerns are being worked on and we expect to have them resolved in the near future.

The publication of *Sidelights* is currently our biggest budget item. Many suggested that we publish in electronic form only. The option to receive *Sidelights* electronically is offered to our members. Only 263 of over 800 members have elected this option, a solid indication that we still need to publish. Since a main focus is more exposure for CAMM, it must be remembered that an electronic issue is not visible, is not passed along, and cannot be left in offices or aboard ships.

55% favored raising dues to \$75 per year. This option to increase our treasury funds will need additional exploration.

77% favored CAMM sponsoring professional seminars to earn more money. Sponsoring a seminar requires considerable up-front money and a staff to properly co-ordinate and run the seminar. While the potential financial gain is tempting, we will proceed cautiously before moving ahead.

Our final question concerned our non-profit status. 78% preferred that we continue as a 501(c)(6) which enables CAMM to lobby in congress.

This was a good first effort to advance the Strategic Plan. Future surveys will be conducted as the need arises. Participation is vital to effective leadership and communication between individual members and their elected representatives. We value every members thoughts, suggestions, and opinions.

Strategic Plan

Copies of the 20-page Strategic Plan were made available to all in attendance. Review for general membership passed over due to time constraints. The results of the survey along with discussions throughout this meeting will guide the Board of Governors in further development of the strategic plan.

New York Chapter

Attendees discussed a strong desire to take efforts to re-activate the former largest CAMM chapter.

CAMM has in fact sent written letters to the 90+ CAMM members in the area, most recently, to invite them to this meeting, with only one response. Captain Tim Brown sent out a large bulk mailing that included a letter from the National Secretary/Treasurer. This letter compliments the efforts our North Atlantic Regional VP Captain George Preville has taken into restarting the chapter. Unfortunately, he has not had much luck. Anyone willing to help in this endeavor should contact Capt. George Preville, Capt. Tim Brown, or Capt. Cal Hunziker.

Sidelights

In the morning budget session, publishing contract options, advertising revenue and editorial control battles were well discussed. In the afternoon business report, embers discussed need for more in-depth vetting of articles for political conflicts and accuracy. After the February issue, more editors were added to the staff. In addition, it was mentioned that Capt. Stapleton's Best of the Best interview should be that of CAMM members.

Website

Members discussed a need to make it more organized, user-friendly and intuitive. Progress on this is in development, but takes many man-hours to accomplish. Any and all suggestions and feedback are welcome. ☆

Golden Compass Awards Dinner Benefits Port Everglades' Seafarers' House

Stena Group's Dan Sten Olsson is honoree at annual gala



by Will Watson
#3256-A

Seafarer's House, which serves as the home away from home for thousands of mariners who make port calls at Port Everglades in Fort Lauderdale, received its annual major financial shot in the arm on May 7th from the local maritime community which came together for the annual Golden Compass Awards Dinner. Total revenues from the dinner and auctions were still being tabulated at press time, but estimates are upwards of \$300,000 from the near record number of guests.

Known to Hispanic seafarers as Casa Del Marino (and there are a number of Central American seafarers who visit), the facility became a reality in 1989 in a 400 square foot facility with just four telephones. Today Seafarers' House is a 4,200 square foot facility that serves over 100,000 mariners annually – more than any similar facility – and during the heavy winter cruise season, more than 1,500 phone calls are placed daily by visiting crew to their homes across the globe.

This year's black tie gala honored Mr. Dan Sten Olsson, who is both CEO of the Stena Sphere and its major shareholder, as well as chairman of most Stena Sphere companies. The company's operations are split among three main entities: Stena AB with ferry lines, tanker operation, offshore drilling, real estate and financial interests; Stena Metall AB, active in recycling, trade and related finance; and Stena Sessan AB handling

shipping, real estate and investments. Stena trades in the US under the names Stena Bulk Inc., Stena Metal Trading Inc. and Sessan Properties Inc.

A community leader, mentor and philanthropist, Mr. Stena generously shares his considerable expertise through his role as Chairman of the Swedish Shipowners' Association and as member of the Alliance for Global Sustainability. In 2005, He was awarded the King's Medal for contributing to the development of Swedish society in terms of business, sustainable values and charity.

The annual dinner and its accompanying auction is the largest annual fundraiser for Seafarers' House and was held at Fort Lauderdale's Hyatt Regency Pier 66 hotel – just across the road from the port. Hosted by local television personality Kristi Krueger, the annual live auction was run by Bill Panoff, Publisher of *Porthole Magazine*. The event is chaired by Mr. Michael Hopkins, Vice President, Operations L.A. of Crowley Liner Services teamed with Auction Committee Chair Ms. Maureen Orts, Assistant Manager, Shore Operations, Holland America Line.

Top Rated

Port Everglades' Seafarers' House was recently voted the Top Center in the Americas by Working Mariners. In a competition launched by the International Committee on Seafarers' Welfare, Seafarers' House was short-listed for the top five seafarers' centers in the world and was the only center selected in the Americas for consideration for this award. Over 2000 seafarers took part in the nomination process and awards for the shipping company



PHOTO: STENA GROUP

of the year, port of the year, and seafarer center of the year, were nominated by seafarers. The top center worldwide was the Rosenhill Seamen's Centre in Gothenburg in Sweden.

One reason for the top marks must be the FREE escort transportation service that Seafarers' House provides to visiting mariners. "We started working with the port on this even before the TWIC card came out," recalls Ms. Lesley M. Warrick, executive director of Seafarers' House. She says that the House's volunteer drivers all have TWIC cards with escort privileges at all terminals at the port.

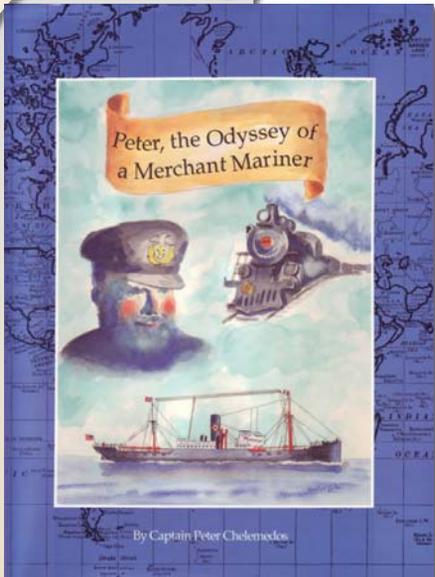
Ms. Warrick notes that her staff of six employees and countless volunteers blend "practical welfare with spiritual welfare" and that combination is greatly appreciated by the mariners who visit the massive South Florida port. ☆

Will Watson is a member of CAMM and a veteran journalist. He also works for the Marshall Islands Registry and is a representative of the Republic of the Marshall Islands to the UN Contact Group on Piracy off the Coast of Somalia (CGPCS).



PHOTO: MARITIME ART BY BOBBY RASKIN

Port Everglades' Seafarers' House.



by Captain
Peter Chelemedos
#1671-R

Peter, the Odyssey of a Merchant Mariner

**Chapter 6: Beachcombing
November - December 1938**

When I found it impossible to get out to the *FERNBANK*, I walked dejectedly back toward Wilmington, where I had seen some stacks of lumber near the pier. I knew I could find a place to sleep under one of them, as lumber is generally stacked up about two feet off the ground, leaving a dry crawl space underneath. A man walking the other direction way stopped me and asked, "What are you doing that's so hard about it? You look as though you have just lost your last friend."

He was close to the truth, so I just answered, "Starving, I guess."

He walked back to Wilmington with me and pointed out the piers where the "steam schooners" (the small ships that brought lumber down the coast from the "dog-hole" ports along the Oregon and Northern California coasts) docked. As they came in, I made a point of boarding them with the longshoremen and helping the cook in his galley and mess-room in exchange for meals. My guide introduced himself as Bob Parre. He was an former merchant sailor, about thirty years old. Best of all, he was renting a room at a nearby auto court and he let me bunk with him.

When there were no ships in, we would cook up whatever we could find.

I ate more gravy sandwiches and bean sandwiches those two months than I ever knew existed.

Around the middle of December, our discussions brought us to the conclusion that I would probably have an easier time finding a job in New York City. Bob gave me his mailing address c/o the Seamen's Church Institute, 25 South Street, New York, New York. He told me that if I could stop by in Berkeley and pick up my birth certificate, he would meet me in New York and help me get my American Seaman's papers.

Now, Southern California in December is summertime compared to the rest of our nation, and I was dressed for it. I hitchhiked up to Berkeley and went to the city hall to get the certificate. When I gave my name, the woman started to reach into a basket on her desk and asked me to repeat it. The realization struck me that she was probably reaching for the "missing person" bulletin that undoubtedly had been issued last January when I left home. I gave her my older brother's name and birth date. She looked at the paper she dug out and said, "Oh."

When she looked up the certificate, she said, "That will cost fifty cents."

My heart sank. I had only ten cents, and I wanted that for streetcar fare. I said, "I'll have to go out to get it from my dad. He's waiting out in the car."

I got out of there and boarded a streetcar bound for Oakland. It happened to be one that passed my uncle Spiro's place and, of course, he got on. I scrunched down in the corner next to the motor-man, hoping he wouldn't recognize me. He looked at me a bit. I held my breath. I guess he didn't recognize me, for he went on back in the car. I got off at the next stop, transferred to another line and rode west to the freight yards by the bay.

I was wearing only jeans and a light shirt, having been acclimated to the weather in Southern California. I rode out that night on the Western Pacific freight, which was routed up the Feather River canyon in the Sierra Nevada mountains. It had been snowing, and I was riding on the walkway outside a rail-tank car. There was no place to get out of the wind. When the train finally stopped at a water tower, I got off and walked around a bit to try to warm up. I didn't realize the snow was clinging to the bottoms of my shoes. Later that night while riding, my feet became extremely cold. When I jumped off the car the next time, I could barely feel the ground under my feet.

Somewhere along the line, one of the railroad men gave me a sleeveless sweater, which helped somewhat since I had no jacket. I made a point of finding box-cars where I could sit out of the wind for the long trip over the Rockies and across

Dear CAMM,

the prairie states. I was still cold.

On Christmas Eve 1938, the freight train I was riding from California to New York stopped in the Burlington yards at Silvis, Illinois, for its usual maintenance and switching. I was sitting in a boxcar, shivering, when I heard the footsteps of a "car-knocker," railroad parlance for the man who checks the wheel bearings of the cars for hot wheel bearings, making his way along the snowy right of way. When he passed the car I was in, I asked him what time the train was leaving for Chicago.

He looked at me, a shivering boy without coat or jacket, and told me it would be a couple of hours yet. He told me to go down to the head end of the train to the switchmen's shanty there and warm up by the potbellied stove. "If anyone says anything, tell him John sent you to wait there."

Later on, John came into the shanty and shared his lunch with me. He suggested, "Since it is such a cold night coming up and there is a blizzard in Chicago tonight, you would be wise to stay overnight at Silvis." Since I had no money, he sent me over to the police station to have the desk man let me sleep in the jail overnight. A hard bed, but softer than the boxcar floor, with a blanket and warmth was pure luxury.

The next morning, after a big bowl of oatmeal, I was walking back to the freight yards again. I saw some children sledding down the hill. Because I grew up where it doesn't snow, this was my first time actually watching this sport. I watched for a while, until a mother called her children in for lunch. I turned to go, but one of them came back and said her mother wanted me to come in, too. ☆

Thanks for taking the effort to reach out to the membership with the letter you sent. I had completely written off CAMM. When I returned to Houston in 1993, the chapter had become a retired captain's sea story club. It had no relevance and the members had no influence in the companies I would be working for. My activities in the NI and the KP Alumni are what have kept me employed as companies merged and downsized on me. I had less and less time to waste with stories of storms and bars.

I will participate in the re-birth if this is going to be serious. We need to do a lot of work on the website. It is too cluttered and offers no incentive to join. The ads are not a problem, but the center needs to be clean and compelling. List of chapters is dumb. Few will have time to attend anyhow. Make a separate link to a page – "meetings." Most will never go there. They live in Montana.

The emphasis is US (at least I don't think one with a foreign license can join). Remember Americans are basically opposed to International involvement. So, our big claim is that we can get the ear of a senior Congressmen who has influence on the USCG and can get the ear of USCG Admirals. That is it. But it is PLENTY ... And certainly no reason to abuse the "ears". However, if we keep our focus we will be able to do something. And our "ears" would welcome sane, professional opinions.

I once invited about 660 of my friends to get together for drinks at their expense. I had over 30 show up with two week's notice because they thought they would meet other people in the business. They did. The next meeting was with about 50, then 75 then 100 and the final meeting was about 115. No guest speakers. But the location and time was carefully chosen for ease of meeting. Regularity

is the key to growth, but location and time are more important than anything else...

We need to clean up the website... I would start the Membership Qualifications with the high standards we had for Membership and a statement that they've been adjusted to reflect the increased professionalism in the industry. Our mission remains the same, but we recognize we need more members to accomplish the task.

Next, list benefits. Sidelights is first. Next should be recognition in the industry. (Offer the membership certificate in a nicely framed version for their office for \$100 additional – or whatever is right.) And next should be ability to meet others in the profession.

Believe me, the \$500 that would cost would be drop in the bucket for someone who is trying to impress people at his new job.

Then, offer membership with no initiation cost for those who are "sponsored". A sponsored membership would be one where a member, such as I, would pay the \$40 for them. They don't need to know that my \$40 lets me sponsor up to 100 members over the next 6 months. That way, I can give my friend \$40 to encourage him to join ... He still has to pay the \$60 and if we deliver any value, he will continue.

We might also consider encouraging "Email only" on Sidelights options at a \$10 discount. And offer any member the opportunity to donate his copy for distribution on ships. This will reduce distribution costs and grow circulation. Advertising depends on circulation.

Ok, Thanks again for doing this. I am glad I was able to attend.

Regards,
Tom Hudson,
#1846-R

Training for New Technology



by Captain
Rodger MacDonald
Secretary-General
IFSMA

First let me thank CAMM for hosting the IFSMA/NI Command Seminar in Baltimore. By all accounts it was very successful and started this global series of seminars. A special thank you to Joe Hartnett and Jerry Benyo who together organized and ran the event. Also it was a great pleasure and honor to be invited to the CAMM Annual meeting and through Captain Dave Williams I was introduced to senior lecturers at MITAGS who are responsible for ECDIS training. We had a very informative and useful discussion on the development of new technology, especially e-navigation and the training that will have to be developed to ensure our ships are navigated safely.

IFSMA is involved in a number of workshops and correspondence groups on this subject and our concern is well founded. I will give two recent examples that have been investigated by the UK Marine Accident investigation Branch (MAIB). The first relates to ECDIS, and the second is our old concern AIS which in this case is more serious.

The container vessel *PERTH* grounded whilst entering Izmir Bay, Turkey in daylight and in good weather conditions. The master had conduct of the vessel; the Officer of the Watch (OOW) was plotting the vessel's position using GPS only, at the chart table. An AB was on the wheel. When the vessel had just steadied on a new course, the OOW

plotted the position, which showed the vessel had in fact altered course earlier than planned and was heading for shallow water. The master ordered the wheel hard over and the vessel had just started to swing when it grounded on a bottom of soft mud. Fortunately, the weather conditions remained favorable throughout the next 24 hours, before the vessel was refloated using salvage tugs. The vessel was fully surveyed and was found to be undamaged and able to continue, unconditionally, in service.

However an investigation was undertaken and the Chief Inspector of Marine Accidents has written to the ship's managers strongly advising that they consider the early installation of a simplified voyage data recorder, to ensure that equipment such as ECDIS is maintained in a fully operational condition and ensure that the lessons learnt from this accident are fully promulgated to the bridge teams on all their vessels. I believe this is a near miss situation and a warning to all users of ECDIS.

The second incident involved the Italian registered ro-ro passenger ferry *SCOTTISH VIKING* which was in collision with the fishing vessel *HOMELAND* about four miles off St. Abb's Head. As a result of the collision, the fishing vessel sank and although the skipper was recovered from the sea, the remaining crew member was lost.

Two key factors that led to the collision were *SCOTTISH VIKING's* watchkeeper did not: determine at an early stage if there was a risk of collision with *HOMELAND*; sufficiently monitor or plot *HOMELAND's* track; and, once a risk of collision was deemed to exist, take sufficient action to avoid collision.

Also *HOMELAND's* watchkeeper did not: determine at an early stage if there was a risk of collision with *SCOTTISH VIKING*;

maintain a proper lookout from the wheelhouse; or detect or recognise a risk of collision with *SCOTTISH VIKING* until it was too late to take effective action.

The investigation identified the following other contributing factors:

- With regard to the ferry; complacency and lack of precautionary thought; ineffective implementation of the company's navigation policy and procedures.
- Regarding the fishing vessel restricted all-round visibility from the aft deck; conflicting task priorities and possible lack of watchkeeping proficiency.

However the underlying message from the findings was that the officer of the *SCOTTISH VIKING* had made little use of the ARPA to plot targets and that there is a danger of increased reliance on AIS plotting leading to watchkeepers only interrogating AIS targets. It should be noted here that MAIB's data base alone has recorded 147 collisions between merchant ships and fishing vessels between 1991 and 2009.

I should also state that managers of the *SCOTTISH VIKING* have subsequently taken a number of measures to avoid similar incidents and to ensure that compliance with navigational procedures; and have introduced a procedure for masters to report on the competence of a newly joined officer.

So 'lessons have been learned' by those directly involved in these two incidents, and I suggest we should all take heed as technology on the bridge, although an excellent aid to navigation, may distract from a fundamental rule to keep a proper lookout. Training for our watchkeepers must keep emphasizing this point. There is much to discuss on this subject at IFSMA's AGA to be held in Halifax, Canada June 9th to 10th. Please join us. 🌐

IFSMA Executive Council



by Captain
Jerry Benyo
IFSMA VP
Camm #773-R

I arranged for the IFSMA Executive Council (EXCO) to take place on Wednesday April 20, 2011 at the Hilton Hotel in Tampa, Florida. This is the first time that an IFSMA EXCO

meeting has taken place in the USA, which allowed CAMM members to meet IFSMA EXCO members.

meeting has taken place in the USA, which allowed CAMM members to meet IFSMA EXCO members.

On the following day, Thursday, April 21 Captain Dave Williams, President of the CAMM Tampa Chapter, hosted lunch at the Columbia Restaurant where they joined local chapter members. Captain Williams was an observer at the EXCO meeting on Wednesday. At the CAMM luncheon Captain Lindvall and Captain MacDonald spoke to the CAMM members, giving them a clearer view on how IFSMA is representing the Master's views at IMO and other international meetings.

Singapore, Turkey, and Pakistan mariners associations have expressed interest in joining IFSMA and are in various stages of the application and approval process.

IFSMA is deeply concerned about human suffering in piracy infested areas. Many seaman, once released, are never going back to sea and need psychological help coping with the traumatic experience. Filipino crews are talking about not working on vessels sailing into the Somali region, which has great potential to cause a crew shortage.

We discussed recent news clippings

which quote Somalia's Foreign Minister Mohammed Abdulahi Omar Asharq, "We wait to be convinced that the international community has the will to tackle piracy." and his criticism that the international community has not taken robust action to stabilize the region. The Norwegian Maritime Officers' Association surveyed 212 shipmasters sailing through the region, and 85-90% favored arms aboard their vessels. Survey results showed that Armed security teams should be under the Master's command with assistance of a team leader. The survey showed Masters also want bonuses for sailing into pirate infested regions. Current sailing patterns swing far north between the Gulf of Aden and India, and southeast between India and South Africa; ironically, the motherships are so far out to sea now, it's safer to sail closer to the Somali shore.

The Norwegian Shipowners Mutual War Risks Insurance Association put together pages of in-depth questions that potential members may wish to ask of potential providers of armed maritime security services; questions deal mostly with licenses and measures for legal purposes.

It appears that IFSMA may change its views on guards aboard ship to cope with current piracy conditions. The policy against arms aboard is not working and people are getting killed now. IFSMA's formal position will be debated at the AGA in Halifax in June.



IFSMA, together with ZAM, can now proudly present the Master Mariner Protect Defence and Legal Benefit Program. This beneficial program can bring important assistance to Shipmasters who might end up

in a situation where they are criminalized in accordance with national laws in connection with incidents, accidents and/or oil spills due to technical errors, mishaps, mistakes or negligence without any intention or will. CAMM members are eligible for the policy. Rates, information and applications are available online at www.master-benefits.com or from myself.

Captain MacDonald will soon step down from his position as IFSMA Secretary-General due to his wife's health. IFSMA must plan for his replacement in the near future.

IFSMA's 2012 AGA is expected to be in the UK. 🌐

IFSMA 37th Annual General Assembly

June 9-10, 2011
Halifax, Nova Scotia

Papers for the AGA:

- #1-Criminalisation Willi Wittig; relates to insurance policy for members
- #2-SOSREP Hugh Shaw
- #3-Cross Cultural Competence James Parsons
- #4-ECDIS Phillip Wake
- #5-Piracy and Maritime Terrorism Dave Mugridge
- #6-Human Suffering in World of Piracy Bjorn Haave
- #7-Guidance on Use of Private Security Companies Hans Sande
- #8-Piracy -Time for a Policy Review Marcel van den Broek
- #9-Sperry Radar Alan Shaw
- #10-Saving Fuel by Using Ocean Currents

www.ifsma.org

e-Navigation and the Master's Authority

Captain David J. Patraiko, FNI, Director of Projects, The Nautical Institute

Everyone has heard the term e-navigation, but only few understand it. At conference Captain Patraiko recently attended, no one was able to define it. Every company peddling e-navigation devices have a slightly different definition. IMO doesn't trademark names, so anyone is free to use the term. Patraiko focused on the IMO definition: *"e-Navigation is the harmonised collection, integration, exchange, presentation and analysis of marine information onboard and ashore by electronic means to enhance berth to berth navigation and related services for safety and security at sea and protection of the marine environment."*

In 2006, IMO accepted e-navigation after it had been submitted as a compelling need. *"...if current technological advances continue without proper coordination there is a risk that the future development of marine navigation systems will be hampered through a lack of standardisation onboard and ashore, incompatibility between vessels and an increased and unnecessary level of complexity."*

Captain Patraiko advocates harmonization and warns against risks in unregulated navigation systems, including personal cell phone apps and GPS. Less than 5% of the world's SOLAS fleet have approved ECDIS on board – approved meaning approved by IMO, approved data, and approved by the flag administration as the primary means of navigation. However, 70-80% of vessels have some form of an electronic chart system (ECs) on board.

An imbalance exists between what technology produces and what IMO accepts. This gap must be bridged to create environments where modern tools can be used on the bridge. The IMO is very specific in that e-navigation technology must be user driven, as opposed to technology driven. The challenge is to assess wants from needs from e-navigation. For examples, Captain Patraiko

talked about integration of MSI with passage plans and pleads for e-nav to sort out and prioritize the hundreds of alarms, most of which he admits are useless.

Even by manufacture's admission, ECDIS is a decision support tool. The NI's approach to e-navigation is about procedures and training. They aim to find out what people do very well, and what computers do very well, and then define best practices, procedures and training to match. The safety of the ship relies on people making good decisions. E-navigation is complex, and even if well-designed, requires time and effort to understand its functions and master its use. Patraiko advocates the need to develop a standard mode (S-mode) and train on it, then users can modify systems to their uses, with the S-mode made instantly available with a push of one button. Later in the Q&A, pilots requested a standard pilot-mode (P-mode) with the tools they need for channel navigation.

Captain Patraiko stresses a need for reliability. E-nav must give masters a degree of reliability they can trust across the entire data chain. Masters can manage uncertainty if they know it's there, in particular regards to definitive positions, but don't mask it. Defining reliability parameters for software developers is easier said than done.

Ideally, we wanted display that showed the right info at the right time to assist decision making in a clear, wonderful way. This nirvana is not achievable. One thought at moment is for early adoption of an Integrated Navigation System (INS), as defined by IMO. INS has improved reliability, accuracy, alarm management, and many things we need. Then what happens if we have a multi-function display that can host many semi-regulated apps with semi-isolated design parameters for fuel efficiency,



weather, tide info, etc.? This approach is faster to develop and put on market. Masters can drag and drop these apps into the main system as they want to use them.

Captain Patraiko believes e-nav will not change the master's authority in the foreseeable future. The master's authority is sacrosanct and in the IMS code. The master has the authority and responsibility to make sure the crew knows how to use e-nav's information layers as a decision making tool. Many people view e-nav as a secret back door to remote-control ships, though he doesn't see it happening in our lifetimes. The technology is here today, but not the whole framework.

E-navigation will change tasks and responsibilities. There's more available information and if we get e-nav right, it will help us manage more efficiently. Will legal reports be automated? All information management will have effect on authority. Freeing watchstanders from plotting positions on paper charts will free them for making decision in other ways, and it's the Master who is responsible for determining that.

Masters will have more working relationships and communications with shore-side personnel. Days of sailing in anonymity are over. Vessels will be tracked; if it's a big bother to throw seafarers in jail for any misstep or a two-way relationship, and whether it is a positive or negative relationship, is up to us. 🌐

Quick >>> from page 33

On the bridge of a ship in compulsory pilotage waters the master/pilot relationship might best be understood if we make a distinction between the *Power of the Master* and the *Authority of the Pilot*. At sea the master has both the power and the authority over the ship and its crew, but on entering compulsory pilotage waters the authority to direct and control the movement of the ship shifts by operation of our laws to the pilot. What binds the master/ pilot relationship together is that the pilot's authority can only be exercised in co-operation with the master's power to command the crew, and the master's power to move the ship can only be lawfully exercised in co-operation with the pilot's authority to direct and control the movement of the ship. The safe navigation of a ship in compulsory pilotage waters is in fact a shared responsibility between the master and pilot.

There must be a common agreement between the master and pilot on the acceptability of the intended movement or transit, as neither can or should act without the concurrence of the other. This requires good cooperation, a mutually supportive working relationship, and the open communication of information between the master and pilot. It is the subject matter of extensive guidelines on Bridge Resource Management practices.

In discussing the master/pilot and port state relationship we should not assume that navigation will always remain the exclusive role of the master, watch officer or pilot. E-navigation has the potential to change the fundamental relationship between ships and Port and Coastal States, and the role of the onboard navigators of ships. The strategy for the development and implementation of the future E-navigation system will be decided by the IMO in London and it is anticipated that it will be applied under uniform regulations on a global basis that will eventually include a Vessel Traffic Management System that will cover not only port approaches, but

coastal waters and trans-ocean voyage – the entire world. It seems inevitable that shore-side authorities will eventually be involved in the decision making affecting the navigation of ships at sea.

At the present time the basic elements of shipboard and ship-to-ship E-navigation are mostly in place with the IMO performance standards for INS and IBS that integrate navigational information and controls into work station consoles and transmit information between ships and between ships and shore with AIS. The focus at IMO is now changing to the shore side aspects of E-navigation and the implications for the role of navigators within an expanded E-navigation environment.

The shore based strategy of E-navigation is based on the belief that navigators make critical decisions for navigation and collision avoidance in isolation and closer cooperation with global vessel traffic management systems to check the decision making process could dramatically reduce accidents. One of the core objectives of the E-navigation concept is to provide the shore based operators and others ashore with the same information that E-navigation provides the ship board navigator to achieve better integration of operational information with ship and shore-based systems. E-navigation envisions the shore side operator acting as an additional member of the bridge team exercising governmental oversight over how the navigation of the ship is managed.

At the last IMO STCW subcommittee session in January, that has responsibility for training standards, it was proposed in a report chaired by Norway that there are two possible scenarios for the future role of the ship board navigator in an E-navigation environment.

“The navigating navigator: where the navigators’ own skills will still be essential to the safe navigation of the ship, and the bridge team will be the main backup to the safe functioning of the ship.” This is supposedly the present scenario aboard ship, but the reference to the bridge team being the main backup to the safe

functioning of the ship implies that technology plays the primary role and the navigator a secondary role in the navigation of the ship. This is contrary to the view of most professional mariners that the human on the bridge is the primary decision maker and technology is a useful tool to provide information.

The second scenario is the monitoring navigator where *“The navigator will rely more heavily on automated processes and procedures. A main task will be to monitor the system displays and include closer co-operation with personnel ashore to assist a safe voyage from berth to berth.”* This scenario envisions a situation where the so called “navigator” is reduced to the role of monitoring displays and following automated procedures, and dependent on personnel ashore to make the decisions. This would dramatically change the role and function of the master and watch officer, would deskill the required competencies and experience needed, and lower the professional standards and status of masters and officers. It was even suggested by one delegation representing training organizations that the new STCW Code be re-opened to address the simplification of training standards under E-navigation.

The STCW Subcommittee endorsed the first scenario, and rejected the second scenario as premature at this stage in the development of E-navigation. Which leaves the door open to future debate on the issue. It is an issue that will not go away and will require close monitoring and involvement in future debates to keep the technical types who have a special interest in pushing technology from dominating the debate. I am sure that IFSMA and ITF will be strong supporters of E-navigation as a useful tool, if it isn't driven off the tracks by an excessive shore based enthusiasm for technology. 🌐

Editor's Note: The American Pilots' Association confirms the pilot-master authorities in compulsory pilotage waters expressed in Captain Quick's presentation are in-line with their position.

The Missing “E” in the Maritime Education and Training System is Experience

Captain Bob Fay International Registries, Inc. Senior Vice-President, Maritime Operations

Captain Fay defined, compared and contrasted education and experience, and training and trial. Education teaches specific skills, good knowledge and wisdom. Experience is more desirable than training and education and takes valuable time to acquire. Today, training and trials are most often used as the primary means of Maritime Education Training (MET). Shipyards are building ships faster than maritime educators can prepare properly qualified officers and crew, and now must face reality.

In an attempt to rewrite the formula for success, a myriad of new regulations and requirements with hundreds of new industry acronyms have improved the safety and security of the marine environment. The newest acronym Captain Fay has come across is CSR (Corporate Social Responsibility), or as Captain Fay puts it, “common sense.” “We cannot keep reducing the manning levels of our

vessels while increasing complexities and demands of upon officers and crew without expecting to see related increases in casualties.” The real goal of CSR is to understand that the people on the ships are their greatest assets.

Captain Fay advocates his own three-letter acronym, TLA - Training, Learning and Assessment – which is the ultimate goal of STCW requirements. Continued assessment of performance and ability is essential. It’s not prudent to assume a person holding a new certificate is capable of performing *all* the duties required of those capacities of *every* circumstance on *all* types of vessels. Our industry has too many people with paper certificates and a lack of proper qualification to do the job. Remember, STCW requirements are only the minimum. Captain Fay advocates that the flag-state needs to take a major role in assessment of ship’s personnel.

Demands of specialized industry segments places an unprecedented strain on the pool of experience and manpower available. We shall continue to see new more non-traditional categories of seafarers with very specific skills to fill the needs of the industry.

Fay cautions against a total electronic manning syndrome. Many administrators believe the human element on ships can be replaced as technology improves. However, recent accidents have proven the need for “piloting pilots,” not “monitoring pilots” when systems fail. The human element and professional experience is, always has been, and will continue to be, crucial to safe navigation. 🌐



Is Training Right for Today’s Command?

Captain George Sandberg, FNI*

Captain Sandberg looks at training from the point of view that a mariner starts training to be a Master the first day he or she walks into a training institution to start training for their first original Third Mate’s license.

New technology and STCW training requirements within the last 20 years puts a strain on academies’ resources. Additional hours, credits and time for assessments are needed for proper training while pressure from accreditation bodies to reduce credit loads results in lack of detail and theory in many of the advanced subjects. Maritime business courses are reduced in favor of more training and less education.

To streamline courses, Captain Sandberg proposes to align USCG license exams with STCW competencies so that passing the USCG exam would constitute passing knowledge-based STCW competencies. The USCG still requires re-qualifying on old, obsolete technology (e.g.: reflection plotters), which the academies must continue to teach.

EDCIS is a prime example for new technology training challenges. He reinforced Captain Patraiko’s statement that ECDIS is complex and needs more than two or three days to learn. Captain Sandberg poses that if the passing grade for

terrestrial navigation is 90%, and if ECDIS replaces traditional navigation, then we must expect the same degree of competency – 90%. However, with many different manufacturers of ECDIS, how can they train for 90% competency for each version of ECDIS? They can only realistically demand 90% if a standard mode (S-mode) is available, otherwise there’s too many variables. Captain Sandberg advocates a tutorial, followed by an assessment, for each particular ECDIS. The new officer joining the ship can sit down, work their way through the tutorial on that particular ECDIS and pass the assessment. The master then can be assured the officer is proficient with the version of ECDIS on board.

Another learning opportunity, simulation, is very experiential and requires a high degree of expertise by the instructor. He refers to simulators as loaded guns: bad habits are taught just as easily as good habits, and can teach students to take risks that are not appropriate in real life.

Captain Sandberg developed his own formula for competency: $C=(K+S)A$; where C=competency, K = knowledge, S=skill, and A=attitude. Attitude toward the job and the profession is the multiplier. Junior officers and cadets develop their attitudes from the atmosphere that exist aboard the ships they are serving on.

Continued on next page >>>



The International Law of the Carriage of Small Arms and Armed Guards and the Authority and Action of the Shipmaster

Dr. Captain John A. C. Cartner, Managing Member, Cartner & Fiske, LLC / Shipmasterlaw, LLC, CAMM Member #2574-R

Throughout his presentation, Captain Cartner reinforced the need for transparency. With the continual state of watch under which the world operates, it is important to remember to be transparent in what is done. States have coercive power, and the more transparent, the less coercive a state needs to be. Transparency is even more important when dealing with small arms.

Dr. Cartner talks about piracy as a symptom, not a cause, of international crime: money laundering, human trafficking, drug trafficking, gun running and other bad things, capitalized upon by interests in Russia since the fall of the Soviet Empire 25 years ago are a good part of the problem. The Russian model is similar to the English Crown's model when it capitalized privateers in the 16th century. The Crown put up the capital and took thirty percent of the proceeds of the plunder of the Spanish fold *flota*.

Captain Cartner pointed out that the world is much more nervous and sensitive than in the past. Sovereign states are concerned that small arms carried on merchant ships can find their ways into their countries and contribute to unrest. Every country has a different law concerning small arms. For example, in Malaysia, the statutory penalty for a small arms conviction is mandatory death. South Africa views itself as the protector of the oceans beyond UNCLOS

range and any small arms – owned by crew or guards – which are not declared can result in the Master's arrest.

Many entities view armed guards as mercenaries. Looking carefully at the UN Convention on mercenaries, armed guards fail in one respect – they are not sponsored by or attempting to overthrow sovereign states. Dr. Cartner does not particularly like one argument – but it can be made: The Somali government is weak and unable to enforce its own laws against piracy. The Somali economy, *de facto*, is based on piracy. If vessels carry armed guards, they may be disrupting the Somali economy. The audience chuckled. Given this argument, armed guards may be mercenaries with respect to Somalia because they are purposed to attack the economy of a sovereign.

Armed guards seem to work. About 20% of vessels now carry armed guards and have not been molested. Some companies are beginning to move their vessels from flag states that do not support use of arms to states that do. Armed guards aboard vessels, however, put the Master in a dangerous situation. Without letters of marque, the Master, officers and crew are privateers. The Master is required to enforce the flag state law and has duties to defend and protect his ship, crew and cargo. The Master thus faces a dilemma – if the armed guards who are private persons injure a pirate the guards are guilty of a homicide and have violated the law of the flag state. Yet at the same time, the Master is fulfilling his protective doctrinal duties. This can

place the Master as abetting a homicide, and the owner can be prosecuted as a premeditator in contracting for the armed guard. So far no one has been prosecuted, but it will happen eventually, Captain Cartner believes. In this post 9-11 era, many governments are jittery, nervous, and reactive state and are ready to officially victimize, especially if political or media pressure exists.

For international uniformity on the use of small arms, Dr. Cartner proposes changing SOLAS under the tacit acceptance procedure to provide limited transactional immunity for defending the ship against piracy in declared piracy zones. This allows states to bring their laws in line with SOLAS. Masters need to develop transparent procedures for controlling every aspect of small arms aboard their vessels. Small arms are owned by the individual guards, not the ship-owning company. Captain Cartner recommends Masters collect all weapons, issue witnessed receipts, and lock them up. Armed guards may have access to their guns according to rules laid out by the Master and the Master will witness and document all practice or training sessions. Masters must be fully aware of laws dealing with small arms. 🌐

Sandberg >>> from page 35

Captain Sandberg believes the Master, Officers, company and schools are all responsible for proper training. STCW now requires continuous education and updated training and Regulation A-I/14 in the Manila Convention refers to the company as a responsible party for updated training. 🌐

**These views are entirely those of Captain George Sandberg and do not reflect the views of the US Maritime Academies or MARAD.*

Members of The Nautical Institute, IFSMA and CAMM take notes and listen intently throughout the day's presentations.



The International Law of the Shipmaster

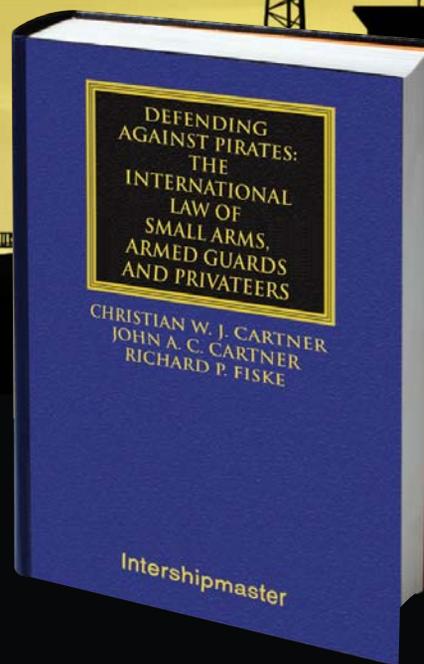
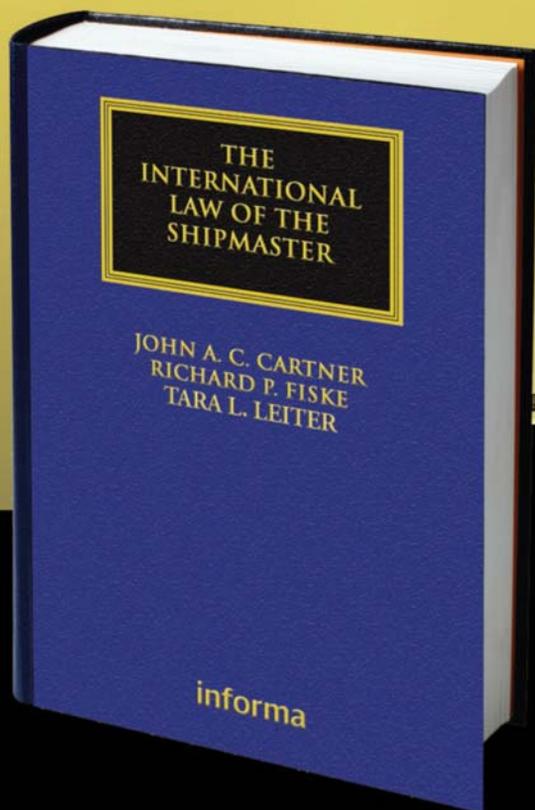
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From the Master's Desk Are We Really Addressing Crew Fatigue?



by Captain
Jim Calvesbert
CMMC National
Master

"Watch-on, stay-on"; 3 months-on, 3 months-off; 28 days-on, 28 days-off: which system causes the greatest fatigue factor? What really is "the fatigue factor" and is the manning system an integral contribution to it? A great deal has been said about it lately and a number of accidents are being tagged with it as a contributing cause.

When speaking about materials, fatigue means increasing structural

damage occurring through repetitive stressing of the material. We've all seen the results of wave action on the hull of a ship and resulting fractures and cracks that occur with time. And I am certain that we have all seen the same result with our crew and ourselves during stressful voyages.

Much has been written about the causes of crew fatigue factor but how can you measure it? Does everyone react the same way? What criteria are used to identify it? Are current regulations sufficiently specific pertaining to the potential for fatigue and how it is to be evaluated or mitigated against. Look at HE-Alert's "Fatigue causes, effects, and mitigation" http://www.he-alert.org/documents/centrespreads/centrespread_13.pdf and tell me, honestly, if you could possibly implement all, or even most, of those suggestions on a working vessel. Don't get me wrong, I agree with what they are saying (theory) but can't see how it can be fully put into practise in the current environment (reality).

Does the current STCW go far enough in addressing fatigue? IMO's MSC has created *Guidelines on Fatigue* and has committed to introducing a new chapter in SOLAS dealing with crew fatigue "to introduce mandatory requirements and make verification possible." The ISM Code introduces some safety management requirements on ship owners, and the International Labour Organizations' Maritime Labour Convention 2006 will address some of the factors dealing with fatigue when it comes into force. Will any of these and other guidelines currently in effect, provide a standard, international, and implementable system that we can use?

May I, at this point, suggest that money is one of the main factors contributing to crew fatigue? Crew sizes have been reduced while adding the multicultural and language differences of those smaller crews, administrative duties have

increased, differing regulations from country to country exist, shore leave has been restricted, and pressure for quicker port turn-around times has been placed on crews. How can you have a rested crew under these conditions? One answer is to increase the size of the crew to what is actually required to deal with those circumstances. Ah, cries the owner: "I can't be financially competitive if the crew size increases!" Ever the sea-lawyer, I ask, "why not, if all ship owners are placed under the same regulations?" The ship owner would not be paying the increased cost in the end anyway: you and I, as the product purchaser, will be paying because those costs will be passed on to the end user.

So, we face the dichotomy of being part of the problem (as purchasers who don't want increased product prices) and also of having the potential to rectify some of the crew fatigue factor (as the ship owner, operator, or crew). Don't let this issue drop: new regulations may help but we, as mariners, must ultimately deal with the potential liability and responsibility when accidents occur. 🍁

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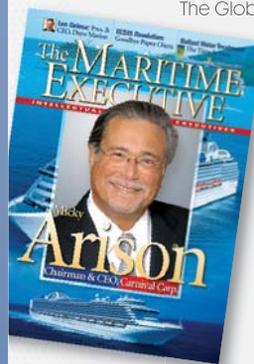
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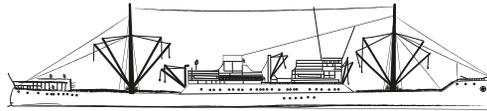
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