



\$4.00 USD

Sidelights

May/June 2015 Vol. 45, No 2

Published by the Council of American Master Mariners, Inc.



The AGM issue!
**Coverage of the annual
Professional Development Conference and
business meetings in New Orleans**

Mission Statement

www.mastermariner.org

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

MARITIME SECURITY 2015 WEST

August 17-19, SAN DIEGO, CA

MANY PERSPECTIVES WITH ONE COMMON MISSION:
KEEPING OUR WATERS SAFE AND SECURE

Join your counterparts from ports, marine law enforcement and federal agencies in discussions and collaboration to secure our maritime domain.



Educational sessions, technology exhibitions, on-water demonstrations and networking are just the start.



VISIT MARITIMESecurityWEST.COM TO LEARN MORE!
USE DISCOUNT CODE "SIDELIGHTSREADER" WHEN REGISTERING AND SAVE!

SPONSORED BY:



PRODUCED BY:



191 Post Road West
Westport, CT 06880
(203) 221-2664

In This Issue



ON THE COVER

Captain Pat Moloney receives the Lalonde *Spirit of the Seas* Award at the Closing Dinner in New Orleans, presented by Captain Don Moore, Jr., the 2014 recipient.

SIDELIGHTS

sidelights@mastermariner.org

INTERIM EDITOR-IN-CHIEF

Captain R.J. Klein

EDITORIAL BOARD

Capt. R.J. Klein Capt. Klaus Niem

CONTRIBUTORS

Manny Aschemeyer R.J. Klein
 Davyne Bradley Sinclair Oubre
 Jeff Cowan Douglas Subcleff
 Cal Hunziker

COPY EDITORS

Davyne Bradley Pat Moloney
 Liz Clark Klaus Niem

DESIGN & LAYOUT

Davyne Bradley

PRINTING

Modern Litho, Jefferson City, Mo.

ADVERTISING MANAGER & ADMIN

Captain Manny Aschemeyer
captmanny@mastermariner.org
 951-767-3037

TO SUBMIT MATERIAL

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

PUBLICATION DEADLINES

| Issue | Submission | Release |
|------------|------------|---------|
| February | Jan. 22 | Feb. 15 |
| May 2015* | April 5 | May 1 |
| July 2015* | June 1 | July 1 |
| October | Sept. 1 | Oct. 1 |
| December | Nov. 1 | Dec. 1 |

*Revised dates to due CAMM's AGM timing.

View From the Bridge

5

President Captain R.J. Klein spent three days in Washington, D.C. meeting representatives and lobbying at the Maritime Industry Congressional Sail-In for merchant mariner programs and safety regulations.



In the Council

6

Secretary's Report6
 Chapter & Officer Reports7
 New Members8
 CAMM in Action: At the Sail-In9
 Dear *Sidelights*: Jones Act10
 Chaplain's Column: The Master's New Stress11
 Cross'd the Final Bar12

At the CAMM AGM & PDC

13

Professional Development Conference14
 Annual General Business Meeting22
 State of CAMM22
 Officer & Chapter Reports22
 Committee Reports26
 Old & New Business27
 Views & Positions28
 Closing Dinner31
 Lalonde *Spirit of the Seas* Award31
 Keynote Speaker Mr. LaGrange32



In the Industry

34

Safe Manning: What were they thinking?34

International Perspective

36

IFSMA AGA Report36



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

The Council of American Master Mariners, Inc.



NATIONAL OFFICERS

President

Captain R.J. Klein

captklein@mastermariner.org
425-246-9814

First Vice President

Captain Joe Hartnett

capthartnett@mastermariner.org
410-867-0556

Second Vice President

Captain Dan Jordan

captjordan@mastermariner.org
503-338-8599

Treasurer and Secretary

Captain Manny Aschemeyer

captmanny@mastermariner.org
951-767-3037

North Atlantic Regional Vice President

Captain Frank Zabrocky

captzabrocky@mastermariner.org
203-359-8494

South Atlantic Regional Vice President

Captain Tim Brown

captbrown@mastermariner.org
410-215-0818

Gulf Regional Vice President

Captain Michael Mc Cright

captmccright@mastermariner.org
713-468-3393

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 Cal Hunziker

capthunziker@mastermariner.org
253-862-7493

Council Chaplain

Father Sinclair Oubre

froubre@mastermariner.org
409-749-0171

APPOINTMENTS & CHAIRS

IFSMA Representative

Captain Cal Hunziker

Constitution and Bylaws

Committee Chair

Captain Pat Moloney

Lalonde Award Committee Chair

Captain Tim Brown

Membership Committee Chair

Captain Liz Clark

Public Relations Committee Chair

Captain Joe Hartnett

Positions Committee Chair

Ms. Lyn McClelland

Finance Oversight Committee

Captain Manny Aschemeyer

NATIONAL MAILING ADDRESS

30623 Chihuahua Valley Rd.
Warner Springs, CA 92086-9220

North Atlantic Region

NEW YORK METRO

Captain George Sandberg, President

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

Meetings dates and locations vary.

Mailing Address: Box 581

Center Moriches, NY 11934

BALTIMORE / WASHINGTON, D.C.

Captain Joe Hartnett, President

410-867-0556
capthartnett@mastermariner.org

Meetings at 1130 monthly, except June - August. Check website for date and location. Locations vary between Baltimore and D.C.

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

Gulf Coast Region

MOBILE BAY

Captain Jerome "Rusty" Kilgore, President

251-490-2741

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

Mailing Address: 6208 Peir Ave.
Fairhope, AL 36532

NEW ORLEANS

Captain Ed Higgins, President

504-394-6866
capthiggins@mastermariner.org

Meetings at 1200 on the 2nd Thursday of each month, except July and August. Don's Seafood Hut, 4801 Veterans Blvd., Metairie, LA.

Mailing Address: 8112 Ferrara Drive
Harahan, LA 70123

HOUSTON

Captain Michael J. Mc Cright, President

captmccright@mastermariner.org

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

Mailing Address:

4620 Fairmont Pkwy, Suite 203
Pasadena, TX 77504

South Atlantic Region

PORT EVERGLADES / MIAMI

Captain Paul Coan, President

pilgrimii@bellsouth.net

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

TAMPA BAY

Captain Robert Holden, President

727-784-7595
captholden@mastermariner.org

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

Mailing Address: 50 Baywood Ct,
Palm Harbor, FL 34683

North Pacific Region

SEATTLE / PACIFIC NORTHWEST

Captain Richard Klein, President

425-746-6475
captklein@mastermariner.org

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

Mailing Address: PO Box 99392
Seattle, WA 98139

COLUMBIA RIVER

Captain Vic Faulkner, President

360-798-9530
mrpobre@aol.com

Meetings are at 1200 on the 2nd Friday of each month. Red Lion Inn at the Quay in Vancouver, WA (I-5 and the Columbia River).

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

South Pacific Region

LOS ANGELES / LONG BEACH

Captain David Boatner, President

805-479-8461
captboatner@mastermariner.org

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

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

SAN FRANCISCO BAY AREA

Captain Klaus Niem, President

707-255-6567
captniem@mastermariner.org

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

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



Captain R.J. Klein
CAMM National
President
#1751-R

THE MARITIME INDUSTRY NEEDS WASHINGTON

I recently spent three days in our Nation's Capital lobbying for the maritime industry

annual PDC/AGM was held in New Orleans. One of our agenda items was CAMM Positions (see page 27 or visit our website for the latest updates). Engaging in those two activities confirmed how dependent our industry is on what happens in Washington.

Sail-In points of emphasis and CAMM Positions in support of the Jones Act, the Maritime Security Program (MSP), the Export-Import Bank of the U.S. (EXIM) and Cargo Preference are all dependent on approval from Congress. Yet, all of these programs face strong opposition from the Heritage Foundation, Sen. John McCain (R-AZ), and Sen. Chuck Grassley (R-IA). The maritime industry does have supporters in Rep. Elijah Cummings (D-MD), Sen. David Vitter (R-LA), Rep. John Garamendi (D-CA), and Sen. Patty Murray (D-WA) to name just a few. Without continued lobbying by CAMM (CAMM has members in forty states) and other maritime groups the U.S. Merchant Marine could become extinct.

Cargo Preference, the Food for Peace Program and MSP insure that U.S. Flag ships continue to sail the oceans. This is essential to maintain a base pool of trained mariners that would be needed to man ships in time of a national

crisis. According to the Transportation Institute, the Jones Act helps create nearly half a million jobs for tax-paying U.S. workers. The EXIM Bank's mission is to assist in financing the export of U.S. goods and services. According to their website, in 2014 the bank supported 164,000 U.S. jobs and had a surplus of \$675 million. The MSP funding is \$186 million for 60 ships. A 2006 report entitled *The Role of Commercial Shipping Initiatives in Military Sealift* by the National Defense Transportation Association stated "... that the cost to the U.S. Government to replicate the vessels provided for by the MSP was estimated at \$13 billion. An additional \$52 billion would be needed to replicate the assets."

Maritime Day is May 22nd and since 1933, every President has issued a yearly proclamation extolling the importance of the U.S. Merchant Marine. If this industry is so valuable and is the "fourth arm of defense" why must we continually fend off proposed legislation that threatens to cut or end these programs? Given the jobs created and the benefits to the U.S. economy there should be no debate in Washington for the continued support of the maritime programs. CAMM members need to continually remind our senators and representatives of the benefits and value of a U.S. Merchant Marine.

Maritime Disasters and Regulations
This April 15th was the 103rd

Anniversary of the sinking of the *TITANIC* in which 1,512 lives were lost. The disaster led to the Safety of Life At Sea (SOLAS) regulations which included auto alarms for SOS and a requirement for enough life boats to be carried to accommodate everyone aboard.

The deadliest maritime disaster in U.S. history occurred on April 27, 1865 when the steamboat *SULTANA* sank with the loss of 1,700 to 1,800 lives. Most of the casualties were just-released Union prisoners of war. Changes and regulations followed; the Hartford Steam Boiler Inspection and Insurance Company was founded in 1866 and legislation started which led to a coherent and unified body of maritime safety laws and the creation of the Steamboat Inspection Service in 1871.

Other maritime catastrophes have resulted in safety and pollution regulations: (1) *MORRO CASTLE* fire in 1934 with 137 lives lost – regulations for fire retardant materials, automatic fire doors and ship-wide fire alarms; (2) 1967 *TORREY CANYON* grounded spilling 750,000+ barrels of oil - the International Convention for the Prevention of Pollution From Ships (MARPOL); (3) 1983 *MARINE ELECTRIC* sank with 31 lives lost – made survival suits mandatory; and (4) double-hulled tanker regulations were enacted after 700,000+ barrels were spilled with the sinking of the *ERIKA* in 1999 and *PRESTIGE* in 2002.

On April 13, 2015 new regulations for
Continued on page 7 >>>



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

Greetings, CAMM Shipmates!

At the AGM, I presented the Annual Financial Report to the attending members. 2014 was a good year fiscally, in that CAMM was almost at break-even at year's end. This was due mainly to the fact that we did not send a representative to the IFSMA meetings in London in 2014 (Captain Hunziker, our IFSMA representative, did attend the meeting via Skype). Additionally, CAMM National conducted the PDC-AGM in Mystic last year which resulted in a slight surplus. At year's end we had money in the bank, all bills had been paid, and our deficit for the year was minimal.

In moving forward, our approved budget for 2015 projects a deficit. We intend to amplify our efforts on obtaining more advertising in *Sidelights*, with the goal of reducing (and ultimately eliminating) the deficit. Anyone wanting to review the actual numbers please contact me at captmanny@mastermariner.org.

Our *Sidelights* magazine is invaluable to CAMM for promoting our members, our positions, and our policies that ultimately protect and promote Shipmasters and the American Merchant Marine. It is also a great recruiting tool for bringing in new members. We need to do everything possible to keep the quality and frequency of this publication sustained for the future, while protecting our CAMM budget in the process. So please do your part by soliciting advertising

for our *Sidelights* magazine. CAMM has sent media kits to all chapter officers for distribution to local CAMM members. If you're not affiliated with a chapter and wish to obtain a media kit, please contact me (see my email address above, and my phone number is 951-767-3037).

Our budget suffered a loss in dues revenue through an ongoing loss of membership. In spite of the obvious good efforts demonstrated by many of you this past year to actively recruit new members into CAMM (and we welcomed over 20 new members in 2014); we are nonetheless at a net loss due to deaths in our ranks and members who have moved away and changed their addresses, emails and phone numbers without notice to CAMM. Our declining CAMM membership should be alarming to us all, and it should inspire all of us to double our efforts to solicit and recruit new members.

Regarding dues, some members have not yet paid for 2015 (and others are two or more years in arrears). So *please*, if you've not yet paid your dues, do so at the earliest opportunity so we can pro-actively work with our budget for 2015. Thanks for your prompt attention and cooperation.

For those members who owe past dues for three or more years, CAMM is offering them a one-time reinstatement fee of \$100 to bring them back into current status with their CAMM membership. Several have responded favorably to this offer already, and we hope to retain all of them that way in the end. So if you're in this category, take advantage of this generous offer to get you back on board with CAMM!

Finally, there was also a discussion

amongst CAMM's Board of Governors at the AGM for enacting a dues increase. No decision was made; but it nonetheless remains an important item that is on the table for possible future action and decision as circumstances may dictate. In my opinion, and speaking as your National Treasurer, I believe that a dues increase may become necessary to offset our current budget deficits.

We have successfully completed our 2015 Annual General Meeting (AGM) and accompanying Professional Development Conference (PDC) in the exciting and fun city of New Orleans. A full report on those sessions and activities is included in this issue.

Judging by the comments I received from attending members (both during and after), this was one of our better PDC-AGM events. The credit for the event's success goes to Captain Ed Higgins, President of CAMM's NOLA Chapter — and especially to his PDC-AGM Co-Chair, CE Horace George — who had to run with the ball when Captain Higgins was called out of town during the PDC-AGM for sea trials on a new Navy ship. CE Horace did an outstanding job in facilitating all the venues, transportation, meals, and activities in a most professional and proficient way. We all owe him a hearty WELL DONE!! Kudos must also go to all the CAMM NOLA Chapter members who pitched in and helped to make this event memorable, informative, and enjoyable for us all. BRAVO-ZULU!

In closing, I want to extend special thanks and appreciation to the following CAMM shipmates who generously and graciously provided their help,

Continued on page 7 >>>



Council Reports

View >>>Continued from page 5

blowout preventers and pipe casing were proposed for deepwater drilling. There is a 60-day comment period before the regulations will take effect. The new regulations are in response to the April 20, 2012 Macondo (BP Horizon) disaster in which eleven lives were lost.

All the regulations enacted after these disasters have saved lives and prevented pollution. Some were so obvious that it begs the question as to why the regulations were not in place before so much damage was done.



Captain R.J. Klein

Secretary >>>Continued from page 6

advice, wisdom, instruction, encouragement, and guidance to me since assuming this challenging position last July: Captains R.J. Klein, Don Moore, Dave Boatner, Tom Bradley, Joe Hartnett, Mike McCright, and Frank Zabrocky. Also: Davyne Bradley and Fr. Oubre. There were many others who sent me notes with expressions of appreciation and thanks from time-to-time, and that was an encouragement, too. My thanks to you all!

So until next time, Smooth sailin'!



Captain Manfred "Manny" Aschemeyer

Many reports are given as part of the Annual General Meeting reports. Please see pages 21-25 for reports for:

- 1st VP Report: Government & Public Relations
- 2nd VP Report: Pilot Relations
- **Sidelights** and Website Report
- New York Metro
- Baltimore / Washington, D.C.
- Gulf VP Report
- New Orleans
- Houston
- Columbia River

North Atlantic VP Report

Captain Frank Zabrocky, #1964-R

No report available.

South Atlantic VP Report

Captain Tim Brown, #1494-R

No report available.

Port Everglades / Miami

Captain Paul Coan, #3021-R

Chapter President

The Miami/Port Everglades Chapter is having its monthly meetings on the third Thursday of the month at Galuppi's in Pompano Beach.

Tampa Bay

Captain Ron Meiczinger, #1747-R

Chapter Secretary

The Tampa Chapter held its annual brunch at the Lucky Dill in Palm Harbor, a new location after Mimi's closed. The camaraderie and food were great, and no one left hungry.

At our April meeting, our guest speaker was LCDR Rick Foster, USCG. He is in charge of Waterways Management for Sector St. Petersburg. He gave an interesting presentation on waterway management on the west coast of Florida.

Mobile Bay

Captain Jerome "Rusty" Kligore

Chapter President

No report available.

South Pacific VP Report

Captain Klaus "Nick" Niem, #2167-R

Chapter President

No report available.

Los Angeles / Long Beach

Captain Dave Boatner, #2162-R

Chapter President

The Los Angeles / Long Beach Chapter meets at noon the second Tuesday of the month [except August] at Crowne Plaza Hotel's Beacon Room in San Pedro. We usually have anywhere from six to ten members in attendance. Like many CAMM chapters, LA/LB struggles to increase numbers at local meetings. Our members take an active interest in their profession and encourage all Masters living or visiting in the area to participate in our monthly meetings.

San Francisco Bay Area

Captain Klaus "Nick" Niem, #2167-R

Chapter President

No report available.

North Pacific VP Report

Captain Carl Johannes, #2147-R

No report available.

Seattle / PNW

Captain Douglas Subcleff, #2329-R

Chapter Secretary

The Seattle PNW Chapter's February meeting at McCormick & Schmick's restaurant, Lake Union, had 27 in attendance. The February luncheon is our annual opportunity to honor women in the maritime industry. The festive

Continued on page 8 >>>

Council >>>Continued from page 7
Valentine's theme included many gift baskets to raffle off. Once again, Mrs. Jackie Moore provided tasty chocolates as table favors. Our special guest this year was Patricia Crawford, of Crawford Nautical School. Patricia spoke about her maritime-training business and also about her success in lobbying for a Rules of the Road change that was included in last year's updates to the USCG Navigation Inland Rules. She also engaged the audience by asking questions about the duties, responsibilities, and challenges of a ship's master. Her interest in this, she explained, was for the material she is developing for a leadership and management course that is now a license requirement. Also, at this meeting, our newest member, Captain Andy Smith, Polar Tankers, was introduced.

Our March meeting had ten attendees and featured Chapter Vice President, Captain Chuck Lund, as the speaker.

Chuck spoke about his 16 years working for the National Cargo Bureau. He recalled that it was a chapter meeting with guest speaker, Captain William George, lead surveyor for NCB, that led to Chuck changing careers after 25 years of offshore shipping.

The April 9th meeting, also held at McCormick & Schmick's, had a total of eight in attendance. Captains R.J. Klein and Donald Moore spoke about the recent CAMM National PDC and

AGM held in New Orleans. Captain Cal Hunziker, the USA representative for IFSMA, spoke about his plans to travel to Chile to attend their annual meeting. He will be presenting a paper on the master/pilot relationship.

Our next meeting is scheduled for Thursday, May 14th at McCormick & Schmick's, Lake Union. The meeting starts at 1130 hours. ☆



Above: Captains Jim Wright and Andy Smith with *Mariner's Rules of the Road*.
Right: Fred Triggs, Ms. Patricia Crawford, and Captain R.J. Klein



PHOTO: DOUG SUBCLEFF

New Members

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

- 663-L Captain **Richard J. Conti** of Kenner, La.
Upgrade to Life Membership
- 3366-R Captain **Mark M. Hails** of Portland, Ore.
Columbia River Bar Pilot
Sponsored by Captain Dan Jordan #2698-R
- 3367-R Captain **Andrew David Smith** of Snoqualmie, Wash.
Master, Polar Enterprise
Co-Sponsored by Captain Donald Moore Jr, #1513-L
and Captain Michael J. Mc Cright #2753-S
- 3368-A Captain **Michael James Voigt** of Plantation, Fla.
Independent Maritime Consultant
Licensed Master Mariner, Canada
Sponsored by Captain Liz Clark, #997-L

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. Please remember applicants must include a copy of their current U.S.C.G. License for timely processing.

- 3369-R Captain **Kyle Hamill** of Long Beach, Calif.
Master, Maersk Line, Ltd.
Sponsored by Captain K. Wodehouse, #3344-R
- 3370-RP Captain **William P. Black** of Port Ludlow, Wash.
Columbia River Bar Pilot
Sponsored by Captain Dan Jordan #2698-R
- 3371-H Mr. **Michael Rodriguez** of Washington, D.C.
U.S. Deputy Maritime Administrator
- 3372-H Mr. **James McCall Baldwin** of New Orleans, La.
Manager, Souther Sails of Louisiana
- 3373-H Mr. **Timothy Osborn** of New Orleans, La.
NOAA Office of the Coast
- 3374-H CDR **Brian Khey** of New Orleans, La.
USCG Sector New Orleans Chief Inspector
- 3375-A Mr. **James Murphy** of Metairie, La.
MARAD Rep, Eastern Gulf/LMR
- 3376-H Mr. **Gary LaGrange** of New Orleans, La.
COO, Port of New Orleans
- 3377-R Captain **Steven Ackerman** of Washougal, Wash.
Columbia River Bar Pilot
Sponsored by Captain Dan Jordan #2698-R

CAMM Participates at the Maritime Industry Sail-In To Congress

By Captain R.J. Klein #1751-R

On March 10th, I participated at the sixth annual Sail-In to Congress in Washington, D.C. It is organized by the U.S. Maritime Coalition and the U.S. maritime industry spoke with one voice to Congress on major issues of concern. Over 85 maritime industry personnel attended representing all areas of the industry. We were divided into 21 groups or teams and visited 103 offices in the House and Senate.

Each team addressed the following four issues in their meetings with Congress:

- 1) Full funding for the Maritime Security Program (MSP), which is needed to ensure that there are trained mariners ready to man merchant ships during a national crisis or military operation outside the U.S. It also ensures that there will be U.S.-flag ships available for carrying the needed supplies for our troops.
- 2) Preserve and enhance the existing U.S.-flag cargo preference shipping requirements and ensure that all U.S. Federal agencies complies with the spirit and letter of the law.
- 3) Continued support of the Jones Act, which is necessary to ensure that domestic shipping is carried on U.S.-flag ships built in the United States, owned by Americans and have American crews.
- 4) The reauthorization of the Export-Import Bank of the United States is needed to help finance export of goods manufactured and/or produced in America.

All of these programs are vital to the continued existence of the U.S. Merchant Marine. Additionally, these programs support thousands of jobs throughout the maritime industry and help create or maintain American jobs in manufacturing and agriculture.

A fifth point addressed by our team was a proposed item in the FY 2016 MARAD budget for funding for the planning and design of a national security multi-mission vessel (NSMV) to replace the 53 year old training ship *EMPIRE STATE* currently being used at SUNY Maritime College. The MARAD budget requested five million dollars for the design of a national security multi-mission vessel. We suggested that this newly designed vessel could be used as a standard hull for replacing all the aging state academy training ships. We pointed out that by building a NSMV class of ships, construction and maintenance costs would be reduced – a fiscal benefit for all.

Finally, we encouraged all the staff (especially freshman members) to have their Congressperson join the bipartisan Congressional Maritime Caucus, which is co-chaired by representatives David Joyce (R-OH-14) and Cedric Richmond (D-LA-07). This caucus was formed in 2013 to raise awareness among members of Congress on a broad range of maritime-related topics.

As Congress was in session, most senators and representatives were in chambers necessitating that we meet with staff members. I met with the following congressional staff members: Eric Kanter (Rep. Seth Moulton, D-MA-06), Nick Martinelli (Rep. Corrine Brown, D-FL-05), Shaelyn McClanahan (Rep. Vicky Hartzler, R-MO-04), and Emlyn Struthers (Rep. Mark DeSaulnier, D-CA-11).

This was a well-organized event and we delivered a strong message to Congress on the need for vibrant U.S. Merchant Marine. ☆



Captain Don Marcus, IOMM&P President and Marshall Ainley, MEBA President with CAMM's President R.J. Klein at the Capital Hill Club just before the 2015 Maritime Sail-In.

PHOTO: COURTESY MM&P



Thank You to Captain Tom Bradley

by *Captain R.J. Klein*

In an email to CAMM's Board of Governors on April 9th, Captain Tom Bradley resigned from the Council of American Master Mariners. Captain Bradley was our National President and formed the Columbia River Chapter of CAMM. He brought CAMM into the computer age by estab-

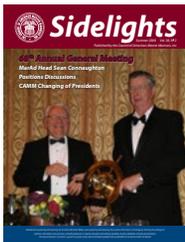
lishing our website (www.mastermariner.org), CAMM email addresses and created a computerized database (MAS – Membership Administration System). The website has enabled the public to learn about CAMM while MAS has improved our record keeping, mailings and our electronic communications.

Captain Bradley took over as Editor-in-Chief of *Sidelights* in 2008 and made it the outstanding publication it is today.

He worked tirelessly for CAMM and took every opportunity to promote our cause. On behalf of CAMM, I thank Tom for all his hard work and wish him well in his future endeavors. ☆



Captain Tom Bradley sells raffle tickets via credit card at the 2015 AGM in New Orleans.



Dear CAMM,

Jones Act Open Letter

Dear Senator McCain:

I served in the Navy in Korea and VN. I have been an admirer – supporter of you ever since your release from POW camp in VN. However, I cannot agree with your current fight against the U.S. Merchant Marine.

I find it hard to believe that you want to put many Americans out of work in shipyards, crews aboard ships, and related industries by opposing the 1920 Jones Act. You want to eliminate the great U.S. Merchant Marine that during WWII supported our fighting forces with all of the supplies that allowed us to win. Maybe you do not know that during WWII the loss of U.S. Merchant Marine personnel exceeded the losses of each of all the fighting forces. We do not know what world affairs in the future will again cause need for the U.S. Merchant Marine to support our fighting forces.

Please reconsider your opposition to the 1920 Jones Act.

Respectfully,

Mark L. Shafer #3279-A

Captain USN (Ret.)

INTERNATIONAL ORGANIZATION OF MASTERS, MATES & PILOTS, ILA/AFL-CIO

- ◇ Professional mariners
- ◇ State-of-the-art training
- ◇ A dynamic voice for the merchant marine



**Proudly serving in peace
and war since 1880**

Donald J. Marcus
International
President

Steven E. Werse
International
Secretary-Treasurer

700 Maritime Boulevard, Suite B
Linthicum Heights, MD 21090-1953
410-850-8700 www.bridgedeck.org

The Master's New Stress



by Father
Sinclair Oubre
CAMM Chaplain
#3220-A

On November 17, 2014, the U.S.-flagged M/V LIBERTY GRACE was sailing through the Mediterranean Sea

bound for Galveston, Texas. Under instruction from the Italian Coast Guard, the vessel diverted from its planned course to search for a trawler that was reported to have sailed from Turkey, bound for Sicily with 231 Syrian refugees onboard. As reported in the *Seafarers' Log*, the M/V LIBERTY GRACE anchored at Porto Empedocle, Sicily, and all the refugees, including 28 women and 40 children, were safely ferried ashore. (www.seafarers.org/news/2014/Q4/LibertyGraceRescue.htm)

One month earlier, the Bahamian-flagged bulk carrier, M/V CS CAPRICE rescued more than 510 refugees 300 nautical miles southeast of Italy. The master of the vessel, Captain Joshua Bhatt, coordinated a very difficult rescue, and all were brought safely ashore in Italy. (www.youtube.com; search "CS Caprice," there are two videos.)

The rescuing of refugees at sea is not a new story. This year is the 40th anniversary of the fall of Saigon. As our country reflects on that part of our history, parallels are drawn between the situation in the Mediterranean Sea and that of the South China Sea, especially during the years of 1978-1979. Hundreds of thousands of Vietnamese fled their country by boat, facing pirates, storms, and uncertainty, hoping that there would be a ship that would stop, and a country

that would receive them. Before that, the U.S.-flagged S/S MEREDITH VICTORY rescued the greatest number of refugees in history. On December 23, 1950, Captain Leonard LaRue sailed from Hungnam, Korea, with 14,000 Korean refugees. When it arrived at Koje-Do, Korea, Captain LaRue had more refugees than when he began, because a number of the women delivered babies over the Christmas voyage. (See *Ship of Miracles* documentary: vimeo.com/15690428)

Sadly, great rescues do not always happen, and over the last few months the news has been filled with daily accounts of refugees dying on their passage. Religious leaders have tried to bring the world's attention to this human tragedy, but like Somalia, people will risk death to escape the inevitable death in their homelands.

On April 12, 2015, fellow CAMM member Captain Jeremy Allen returned to Orange, Texas, to take up his command of the M/V STEVEN L. BENNETT and prepare to carry P.L. 480 food aid to West Africa. As we talked about the voyage, the usual issues arose, the skill of the officers and ratings, the condition of the vessel, the possibility of pirates in the Gulf of Aden, and the future of P.L. 480 cargoes.

Since Captain Jeremy would be sailing through the Mediterranean on this voyage, I asked what he would do if he encountered refugees during his passage through the Mediterranean Sea. He noted that there wasn't a lot of guidance out there, but he would certainly do everything he could.

As a port chaplain, I have to realize that the psychological stress of going to sea is no longer related just to long hours, loneliness, months away from spouses and children, or even piracy. Now, seafarers must also deal with the stress that comes from the "what if's" of refugee rescues. What if we encounter refugees? What if the seas are rough? What if their vessel capsizes? What if we can't give them enough food or water? What if the refugees become violent? What if no country takes them in? What if my company won't support me?

My prayers are with Captain Jeremy, the crew of the BENNETT, and all the mariners who are on the front line of this human tragedy. May peace come to these lands, may people no longer need to flee their homes, and may people receive these refugees with open hearts, recognizing in them, their brothers and sisters. ☆

Apostleship of the Sea - United States of America

The professional association of Catholic Mariners and the official Organization for Catholic Cruise Ship Priests and Maritime Ministers



Please contact us if you are interested in becoming an AOS-USA member!

1500 Jefferson Drive
Port Arthur, TX 77642
aosusa@sbcglobal.net
Voice: 409.985.4545

www.aos-usa.org

CROSS'D THE FINAL BAR

CAPTAIN CHARLES "CHICK" GEDNEY #532-L

Captain Charles Gedney, a long time Lamorinda, Calif. resident departed this life on March 24, 2015. He was 91. He joins his beloved wife Cay, daughter Beth and other loved ones who passed before him.

Chick decided on a career in the Merchant Marine as a teen. A graduate of USMMA, he served in the U.S. Navy in WWII. After 40 years working for APL with commands aboard twelve vessels, Chick became Senior Fleet Captain. He completed 17 Round the World voyages and visited 30 countries.

Captain Gedney was the recipient of CAMM's Lalonde *Spirit of the Seas* Award in 2009. Chick was a champion for the Master; he was nationally recognized maritime industry expert providing professional witness on court cases, USCG committees, and leading shipping clubs. He successfully lobbied and led letter-writing campaigns for two wrongful criminalization cases, one for Burt Thurston (*TRINITY*) in 2004 and again for Wolfgang Schröder (*ZIM MECICO III*).

Even after years of retirement, Chick kept up on current affairs and was eager to increase his knowledge.

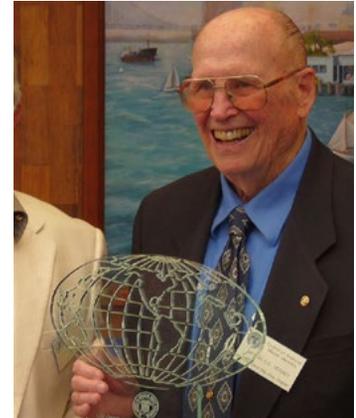
Captain Gedney brought CAMM to the West Coast. As one of four founding San Francisco Bay Area Chapter members, he chaired the pre-chapter meetings while ashore and wrote the request for the SFBA Chapter Charter from National CAMM in 1971. He was the first Chapter delegate outside of New York to attend a CAMM meeting in New York in 1975. He served the SFBA chapter as President twice, Sea-Going Vice President and Executive Vice President.

During his three terms as South Pacific Regional Vice President, he assisted Captain Tom De Temple in the formation of the Los Angeles / Long Beach Chapter. During his two terms of North Pacific Regional Vice President, (one term concurrently as SPRVP), he called the first Seattle / Pacific Northwest Chapter meeting to order and chaired the meetings until chapter members were elected and took over.

At the National level, Chick has served three terms as National Second Vice President, two terms as National First Vice President, and National President from 2002 through 2004. He chaired the *Sidelights* Committee, and served on the Constitution and By-Laws Committee and *Sidelights* Committee.

Captain Gedney was also member of the Navy League of the United States, USMMA Alumni Association, and National Rifle Association.

Captain Gedney nearly always had a smile on his face. Advice he often gave to those he mentored was: "Be sure you are right and proceed" and "to have a thick skin."



Captain Chick Gedney, with his Lalonde *Spirit of the Seas* Award in 2009.

CAPTAIN MAX PRENOVICH



#799-R

It is with great sadness that we report that Captain Maxim "Max" Prenovich, a long time member of the Tampa Bay Chapter of the Council of American Master Mariners, Cross'd the Final Bar on February 15, 2015, following a long battle with lung cancer. He was 94 years old.

Captain Prenovich attended the United

States Merchant Marine Academy at Kings Point during World War II.

He graduated with the Class of 1944. He sailed with Farrell Lines for many years. While at Farrell Lines he assumed his first command as Master.

When United States Lines purchased several Farrell Lines ships in the early

1980's, Captain Prenovich's ship was among them. He continued to sail as Master with U.S. Lines until his retirement in 1985.

Max is survived by his wife of 64 years, Maria; his daughter, Maria Ann Hartman; his sister; two grandchildren and one great grandchild. ☆

Please have a "Moment of Silence" for the following departed brothers.

Captain **Erik Tallbe** #1978-L of Long Island, New York, crossed 4/9/2015

Captain **Demetrios Zervopoulos** #1323-R of St. Lucia, Fla., crossed 4/1/2015

Captain **David Del Gardo** #3018-S of St. Cloud, Fla., crossed in 3/2013

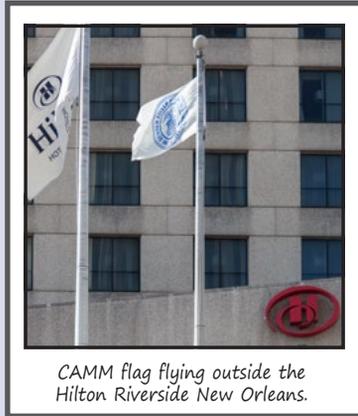
Captain **Robert K. Lofberg** #454-L of Guilford, Conn., crossed in 6/2011



The Council of American Master Mariners, Inc.

Annual General Meeting Professional Development Conference

New Orleans, USA
March 30-April 1, 2015



CAMM flag flying outside the Hilton Riverside New Orleans.

Thank You Sponsors!

— Admiral Level —



PORT NOLA
THE PORT OF NEW ORLEANS

— Commodore Level —



Matson.

— Captain's Level —



— Master's Level —

Captain Tim Brown #1494-R
Captain Joseph O'Connor #1551-R



— Contributors —

- | | |
|----------------------------|-------------------------------|
| Capt. John Caffrey #1754-L | Capt. John Jacobson #3312-RP |
| Capt. John Cox #1069-R | Capt. Phil Mouton #1210-L |
| Capt. Jan Fraser #1950-R | Capt. George Sandberg #1919-R |
| Capt. Ed Green #1950-R | Capt. David Wade #2023-R |
| Capt. Paul Hanley #3275-RP | VAdm. Thomas Weschler #682-R |
| Capt. Doug Hard #1695-R | Capt. Patrick Wright #3311-R |
| Capt. L.R. Haugh #1989-R | Capt. Frank Zabrocky #1964-R |
| Capt. Howard Hill #2831-RP | |

“The Changing Face of the Maritime Industry”



Captain Andrew Stegen, CE Horace George and Captain Manny Aschemeyer welcome guests to New Orleans.

Professional Development Conference

Presentations and discussions at the World War II Museum centered on how the maritime industry has changed with workload and manning levels, implementation of the Maritime Labor Convention, technological advances with virtual and real-time aids to navigation, and more.

The presenters were thorough and more in-depth than *Sidelights* has space to print.

CAMM Business Meeting

President R.J. Klein gave his State of CAMM Address, as well as reports given from the usual business, including positions updates and more.

Closing Dinner

Keynote Speech by Mr. Gary LaGrange, President & CEO of the Port of New Orleans and the 2015 Lalonde Spirit of the Seas Award is awarded.



Keynote speaker Mr. Gary LaGrange and Captain R.J. Klein.



Traffic on the Mississippi River, as seen from the hospitality suite.

All New Orleans event photography by Davyne Bradley, unless otherwise credited.



MARAD'S ROLE IN THE INDUSTRY AND CURRENT PRIORITIES

MR. MICHAEL J. RODRIGUEZ

Deputy Administrator, U.S. Maritime Administration

Deputy Maritime Administrator Michael Rodriguez acknowledged familiar faces in the room, and spoke on MARAD's roles as a facilitator, integrator and honest broker to tie the maritime industry together. He spoke on MARAD's priority topics, many of which are of concern to CAMM members as well. He explained MARAD does not comment on legislation, but can act as an advisor to Congress and assist in drafting, but only at Congress's request. MARAD cannot lobby legislation to Congress. MARAD's staff has now increased to 250 at headquarters, with 400 employees across the country. MARAD has begun to get attention with increased budgets for priorities, though must still have support of Department of Transportation.

Ship Disposal Contracts

Disposal contracts are handled one of two ways: direct sale or RFPs (request for proposals), and timing plays a part in the decisions. RFP contracts go to the highest bidder 80% of the time. Proceeds are divided, with approximately 50% going back into conservancies, 25% to academies, and the remaining to various heritage entities overseen by the National Park Services. He briefly touched on the *SS UNITED STATES* conservancy efforts and efforts to highlight the ship's history at the American Merchant Marine Museum at Kings Point as well as efforts for rehab work on the *SAVANNAH*.

Schoolships

Design work is ongoing for a new fleet of five schoolships, dual-purposed for MARAD humanitarian aid efforts. MARAD is consulting with the academies to determine features needed for training. The plan is to have one design, for ease of construction and maintenance, but then it will be up to the acad-

emies to decide what they put on it. While MARAD has funding for design, the challenge will be to secure funding for construction.

Maritime Education and Training

MARAD's advisory board is looking at Kings Point training structures, credit hours, electives and focus on technology, and how to integrate with increasing STCW requirements. They are looking at career paths from graduation to retirement, what foundations students need to prepare themselves for that path, and how to prepare people to take a role in policy-making decisions. For example, what foundations are needed for LNG integration? A recent concern is that many graduates don't understand ISM, which is a shortcoming. Also noted was the need to build better partnerships and coordination to fill cadet slots aboard merchant ships.

Foreign Trade and Cargo Preference

The Maritime Security Act was funded again for next year, and MARAD is concerned with and working on cargo preference rules. The challenge is to find cargo. USAID is not receiving funding and less is being shipped bulk and more in high-energy blocks. It is MARAD's mission to promote the U.S. Flag, and USAID's mission to send food around the world. Sometimes there's conflict, and MARAD is working on negotiations.

The Act, mandated in 2009, is a very long process: draft rules, secretary's office, budget, interagency review, rewrite and sent back to management and budget committee, then another interagency review, and so forth. The Act authorized MARAD to impose penalties for non-compliance, but how



it gets done is still an open question. Many CAMM members would like to see non-compliance penalties issued. CAMM members also feel it is an insult for USAID to accuse American mariners of being greedy and taking food from Somalia in order to pay for services. It's unfair to support fair trade, and not support fair transportation of that fair trade.

Merchant Marine

MARAD agrees the U.S. needs a viable, economically secure fleet, and is coming out with a strategy to address the economic argument. An issue is how to maintain a fleet, have it grow, and recruit and retain people to crew the fleet. A CAMM member pointed out that we've fragmented ourselves with different fleets and commoditized our services. General Paul Selva, Commander of U.S. Transportation Command (USTRANSCOM), says they're all the same, including Ready Reserve, vital to national security and the key to maintaining our merchant marine is the key to supporting our military.

Credentialing

CAMM members would like to see MARAD assume responsibility for credentialing from the U.S. Coast Guard. Mr. Rodriguez commented that it hasn't come up in his office, but the proposal would need to come from Congress before MARAD could become involved in the issue.

Father Sinclair Oubre and Captain Mike Murphy noted that MARAD needs industry support, because until industry can fill a congressional meeting room, it's hard to get the respect needed to get things done. ☆



DUTIES AND RESPONSIBILITIES OF MODU MASTERS VS. THE OIM CDR BRIAN KHEY

Chief Inspections Division, USCG Sector New Orleans

Though CDR Khey has made a career with the USCG in vessel inspections from the time he graduated from Kings Point, he spoke on the interesting, dynamic, and problematic situation of who is ultimately in command on MODUs (Mobile Offshore Drilling Unit). The master? The OIM (Offshore Installation Manager)? Or the company man (lessee)?

CDR Khey explained how offshore drilling has emerged from stationary wooden platforms close to shore, to non-self-propelled barges, and now to MODUs. The master has ultimate command of the vessel; the OIM is an officer who is restricted to the MODU, but has command of the unit. In 1970 when the OIM was first defined, the OIM was not supposed to be a master, but someone with nautical understanding, because at the time they were operating from non-self-propelled barges. That is no longer the case.

Today, there is a two-part system with different structures, depending on whether the MODU is U.S. flag or foreign flag. The U.S. expectation is that one person is in ultimate command – the master. The master on a U.S. flag MODU must also have an OIM rating. On foreign fleet ships, there must be someone aboard with a master's license, and someone with an OIM rating, but not necessarily the same person. A common operating procedure is that the master is in charge when underway, and the OIM is in charge while holding position. Each flag has its own requirements, as well as each operator and lessee. The same operator or lessee can have MODUs

operating under more than one flag, thus it really boils down to that each vessel having its own unique operating procedures and command structures.

When problematic situations arise, the OIM tends to run to the drill floor and the master will have crews muster at their stations for assessment – fire, lifeboats, engine, etc.. They fall back on their training and experiences. Who's in charge makes a difference in response to emergencies. Each department has its own emergency training drills and requirements, but there tends to be a lack of coordinated emergency plans, drills and training with the departments combined.

Now enters yet another regulatory agency: BSEE (Bureau of Safety and Environmental Enforcement "Bessie"). While the USCG aims to regulate the operator, BSEE looks at the company man (the lessee). The company man comes aboard and deals with the master and OIM on drilling procedures, timelines, etc. Whoever the pushiest, loudest, bossiest one of the three tends to be the one in charge – sometimes it's the master, the OIM, or even the company man. In the case of the *DEEPWATER HORIZON*, the

government decided the company man was ultimately responsible.

Moving forward, the USCG is taking regulatory movement with a proposed rule (§140.320; Federal Register, Vol. 79, #229), which basically says Dynamic Positioned System (DPS) MODUs are considered underway while holding position and must adhere to STCW manning standards, with experienced masters, mates and crew on duty. Currently, the USCG holds the master ultimately responsible, and though there is no rulemaking on the matter yet, would like to also hold the OIM accountable in dual command systems.

Many of the rules the USCG is proposing comes from IMO and STCW, and the USCG is pushing the IMO to incorporate them into MODU codes. The USCG can only regulate vessels operating in territorial waters, and regulate them to IMO MODU Codes 79, 89 and 2009, and enforce non-compliance of those codes by withholding drilling rights granted by BSEE. The USCG inspects all MODUs operating in U.S. territorial waters at least annually. ☆



The Reverend Philip Vandercook of Global Maritime Ministries gives the Invocation.



Gracious host and event co-chair CE Horace George with CMD Brian Khey.



At the **Professional Development**

ADVANCING SAFETY AT SEA REAR ADMIRAL JAMES WATSON

ABS Americas, President and COO; USCG (Ret.)



ABS



Though Rear Admiral Watson has only been head of America's division of ABS for a year and a half, he is no stranger to marine safety, integral to the mission of ABS. His USCG Academy degree in Marine Engineering and Naval Architecture led him down a USCG career path into the technical side of the marine safety office, duties required to make flag officer, and later as the Director of Prevention Policy Program, which he did twice. After his Coast Guard career, he became director of BSEE before moving to ABS.

RAdm. Watson believes ABS Class is the absolute best example of industry self-regulation. ABS writes standards which are reviewed by technical engineers, and surveyors apply those standards. The surveyors and technical engineers work closely with the technical writers to ensure that high levels of standards are maintained. Most other industries will write standards, may have some technical input, but lack surveyors. ABS relies heavily on committees and encourages a tremendous amount of participation by people outside of ABS,

and remains sensitive to the needs of the maritime industry. Many other industries are not as well self-regulated and tend to have practices that lead them to the lowest common denominator for safety standards. At ABS, the goal is to ensure that people who go to sea come home safely.

ABS inspects and verifies compliance with its own standards, as well as IMO standards and various Port State requirements. Surveyors monitor and validate compliance from cradle to grave. Surveyors are on site at shipbuilding facilities as well as facilities that make components such as engines, pumps and electronics. ABS is working on new software standards, due out soon. Every critical component on board is certified. Though ABS is recognized by over 100 governments for audits and inspections, they do not enforce standards – that is the responsibility of government and regulators.

Since ABS began inspecting for MLC 2006 compliance, 68% result in no findings. Of the 32% with findings, 98% of those are minor and can often be

corrected on the spot. Of the 2% major findings, most are related to violations of seafarer's employment agreements, followed by medical certificates, accommodations, and food and catering.

In regards to cyber-security and software, ABS encourages their clients to add on notations for integrated software following ISQM guides, and that software have protections from cyber attacks. ABS found that component upgrades are causing a lot of problems – one control is upgraded and doesn't work properly with the rest of the system, and the whole system comes down. ABS suggests this can be done in a mostly non-regulatory way by encouraging the industry be proactive in following ISQM notations. ☆

MISSED IT? THE PDC IS ON TV!

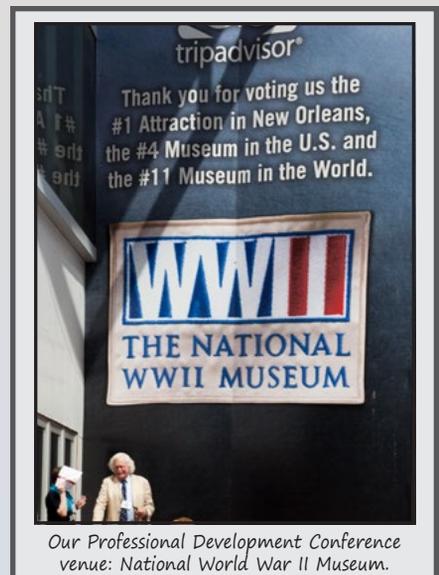
 **maritimeTV** WEBCAST OF THE PDC

Maritime TV was on hand to record our PDC and informative speakers. This amazing opportunity helps bring CAMM into the forefront, highlights the issues we find important to discuss, and gives us exposure in the maritime industry and the public eye as well.

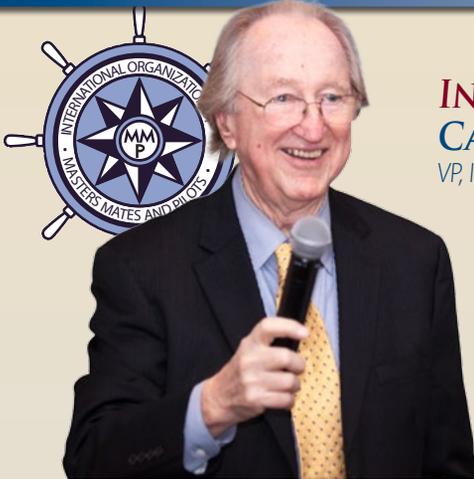
You can access the webcast following links for Maritime TV's homepage, www.maritimetv.com, or follow the direct link from CAMM's homepage. At the time of printing, the PDC already had over 87,000 views. ☆



Maritime TV camera and audio crew recorded the PDC for webcast.



Our Professional Development Conference venue: National World War II Museum.



INTERNATIONAL REGULATIONS AND IMPACTS ON CHANGE CAPTAIN GEORGE QUICK

VP, IOMM&P Pilot Membership Group

Captain Quick has worked on the regulatory side of the maritime industry since the 1970s when he was a legal advisor to the International Maritime Pilots Association and their representative at IMO. Captain Quick remains a delegate at IMO representing MM&P with the International Transport Workers Federation (ITF) delegation.

Captain Quick concurs the maritime industry is changing at an accelerating rate driven by economics, technology and regulations, all interrelated and affecting each other. The rise of Flag of Convenience was a driving factor for the development of IMO and now flag states must conform their laws and to the provisions of international regulations made at IMO. Many IMO regulations sound good on paper, but implementation often becomes the problem.

Captain Quick illustrated how the process works to propose regulations at an international level, using manning and fatigue as an example. In 2005, the United Kingdom (backed by some EU states) submitted a paper to IMO (MSC 81/23/3) to ask for a review to establish safe manning levels, and again in 2006 submitted a paper with specific proposals addressing the correlation between fatigue and manning levels, expanding the operating factors that should be considered in determining safe manning levels (STW 38/13/7). Both were strongly opposed by shipowners and EU interests, and the UK was forced to withdraw its position in face of potential sanctions from the EU in Brussels.

Those efforts opened the door with IMO. In 2007 the ITF, supported by

IFSMA, submitted a paper to IMO proposing a Safe Manning Code modeled on the ISM format that adapts the SMS to the operating environment of the ship. Once again, shipowners strongly opposed the idea of an anticipated workload evaluation of each crew member that would result in a Manning Management Plan and corresponding manual.

The ongoing debate led IMO to establish, in 2008, a correspondence group to begin a review of the principles for establishing non-mandatory safe manning levels of ships, which was adopted in 2011 as Principles of Safe Manning. To give the guidelines greater force, IMO amended SOLAS Convention, Chapter V/14, Ship's Manning, (MSC 90/3) to provide that flag states shall establish appropriate minimum safe manning levels, effective in 2014. While technically not mandatory, flag states and companies are now accountable for compliance or account for non-compliance with justified reasons. In 2013, IMO amended the ISM Code (MSC 92/3) to require companies man ships at levels that encompass all aspects of maintaining safe operations. The effect is a standard that now requires operational manning rather than minimum safe manning.

Now the focus shifts to implementation. Since it is soft law, there is little in the way of enforcement mechanisms. In order to reach consensus on international agreements at IMO, too often compromises are made that result in ambiguous or imprecise language. Each flag state then interprets and implements international regulations in their own way, often resulting in a lack of international uniformity in implementing regulations.

In the U.S., the mar-

itime unions have asked the USCG to draft U.S. regulation in accordance with the new IMO regulations. The USCG has not given a formal response, but informal discussions indicate considerations.

Captain Quick explained why the process is so slow. In IMO, committees meet only once a year, one meeting to get it on the agenda, the next to discuss it, and the third year to implement, and that's the fast track version. Most matters take five years before reaching a final rule-making process. The USCG process is similar. Captain Quick prefers the slower process that allows for public input and deliberation, as opposed to quick decision that may not have thought out potential consequences.

Focus by economic pressures consider workload and fatigue a management issue that can be solved with training. However, no amount of training can overcome fatigue when there are often not enough human resources on board to effectively manage and operate the ship. It also shifts responsibilities and consequences to the master.

ITF and IFSMA work with two strategies: top-down to establish safe manning levels through international regulation, and bottom up to regulate via the STCW code. Neither have been in effect long enough to see substantial changes; it is a very slow process that started over ten years ago with results from collision

Continued on page 19 >>>



Captain George Quick engages in discussion during the Q&A after his presentation.



At the **Professional Development**

SEAFARER WELFARE ISSUES FATHER SINCLAIR OUBRE

CAMM Chaplain

Father Sinclair Oubre is passionate about seafarer's rights. An AB himself, he is involved with various committees working on issues of shore leave, work-rest hours, and other factors affecting maritime life. At the PDC, he updated members of progress in areas of concern.

Access to Shore Leave

Under the USCG Authorization Bill of 2010, the rule-making process of Section 811 is nearly finalized, and implementation will take effect ten months after finalization. Section 811 requires the owner/operator of a facility regulated by the Coast Guard under the Maritime Transportation Security Act of 2002 (Pub. L. 107-295) (MTSA) to provide a system that enables seafarers and certain other individuals to transit between vessels moored at the facility and the facility gate in a timely manner at no cost to the seafarer or other individual.

Access is two-way street. Facilities must realize that welfare volunteers need access to vessels, and seafarers need access to shore. As by law, foreign seafarers must have a D-1 visa to be granted shore access, and those visiting the ship must have a TWIC or escorted access through the facility.

Section 811 rules as written is a major step forward. Father Oubre feels the USCG is sick and tired of non-compliance by facilities under the 2002 Act. It was originally thought that compliance would be self-actualizing, but in reality, was not. The USCG proposed rule states that seafarers, seafarer welfare community, pilots, and labor organization representatives – namely any official ship business – has a right through the facility at no cost and in a timely manner and the facility must provide access. This expands the list significantly and opens the door for immediate family, which Father Oubre feels is an echo of the USCG's frustrations.

Seafarer welfare organizations have

further concerns and suggestions, which they voiced in public hearings. They are concerned the facility can charge back to the ship a cost through tariffs, and that sub-standard ship operators would dock seafarers pay if limitations aren't in place. They also stressed that access to vessels should be at the discretion of the ship security officer, not the ship's agent, guard or facility. Often, volunteers are prevented from reaching ships in a timely manner due to not being on the ship's agent list, lost paperwork, and various excuses. In his local area, Father Oubre sees a cultural shift within the USCG. The USCG office told facilities they must provide access, and comply. The local CG also told the volunteers to report when facility is losing paper allowing gate access, and the CG will inspect the facility as to why they are losing paper.

Piracy

The successful actions we've seen in the Gulf of Aden has decreased piracy, but not removed the problems. Father Oubre's concern is that success may breed complacency, and when navies pull out after a job well done, the problems will quickly re-emerge. The Maritime Piracy Human Response program has developed best practices for dealing with recovery for victims and their families; Save Our Seafarers is an opportunity for the shipping industry and maritime labor to raise their voices; and Oceans Beyond Piracy has done some great research in the area.

Important Humanitarian Actions

The U.S. Merchant Marine played important humanitarian response roles this past year. The *M/V CAPE RAY* was called upon to destroy chemical weapons in Syria, The *M/V CAPE RISE* and *M/V CAPE WRATH* sailed with medical aid for ebola outbreaks in Africa, and the *M/V LIBERTY GRACE* rescued 231 Syrian



refugees at sea. Currently there is a massive movement of refugees by water, and all masters and mates must take note.

Food Aid vs U.S. Mariners

The attempt to re-establish the 75% cargo preference for food aid is still ongoing. Father Oubre is upset about recent statements that call those provisions harmful and that "greedy U.S. merchant mariners were taking food from the mouths of Somalians". A letter signed by several aid organizations states that the "amended legislation sustains recent efficiency gains in U.S. international food aid." That efficiency comes at the cost of American seafaring jobs, taking food away from their tables. Captain Michael Murphy, (Baltimore/D.C. chapter) added that the pay differential was the most devastating loss to what cargo preference U.S.-flag ships do receive. Father Oubre supports efforts made by Nautilus International and Scandinavian mariners, calling for fair transportation, similar to fair trade.

Father Oubre finds it ironic that the reason the *MV LIBERTY GRACE* was in the region and able to rescue the Syrian refugees was because she was on a food aid mission. ☆



Captains Joseph O'Connor and Dave Boatner.



INDUSTRIAL RENAISSANCE ALONG THE LOWER MISSISSIPPI RIVER MR. JAMES MCCALL BALDWIN

Owner, Southern Sales of Louisiana

Though Mr. Baldwin was never a mariner, he was recruited into Central Gulf Lines marketing department and learned the game of shipping from Erik Johnsen. Mr. Baldwin retired from Central Gulf Lines and went on to start his own consulting business, Southern Sales of Louisiana. He was also involved in the Board of Trade, served as Chairman of the Dock Board in 1999, and spent some time with the New Orleans Public Belt Railroad.

At Southern Sales, his goal is to marry people who want to do something on the river but don't have the connections. They help the guy with the cargo find warehouses, the guy with the warehouses find cargo, cargo with vessels and barges, and so on. His goal is to focus on

Louisiana people and level the playing field. The Mississippi is a commodity river with over 500 transits each month. Pilots will take a different ship and cargo from one day to the next. A barge may go upriver with iron and come back down with grain.

The Lower Mississippi River runs from Cairo, Illinois, at the confluence of the Ohio River, down to the mouth. There are no locks or dams on the Lower Mississippi, though locks connect the Mississippi to other navigation channels.

Baldwin predicts a renaissance will happen on the West Bank of the Lower Mississippi. Six class one railways converge at the New Orleans Gateway, where a constant flow of goods aboard unit trains travel to and from Florida and California daily. The railway has better computerization than the Memphis Gateway, and the capacity to do more than it is now. The New Orleans Public Belt Railway will be sold soon, but to whom? New Orleans and Gulf Coast

Railways plan to lengthen rail spurs to mile 54 on the Mississippi West Bank, opening up many possibilities.

Avondale shipyard land on the West Bank is available, and sadly, he doesn't see an American shipbuilder taking its place, but the 210-acre parcel with a rail spur is too valuable to lay idle and "something good will happen."

The Army Corp of Engineers has plans to expand and replace the New Orleans Industrial Canal Lock, a shipping bottleneck that connects the Mississippi River in New Orleans to sea-level waterways in the east. Built in the 1920s, an expansion from 640 to 1100 ft will allow an H-pack of barges to transit and result in quicker lock turns. The Corp can float in a new lock without displacing anyone. For government funding in a benefit program, there must be another entity that contributes; Port NOLA doesn't want to sponsor it, so funding will be up to businesses. ☆

Quick >>>Continued from page 17 studies conducted in 2004 and a 2005 position paper.

The following Q&A session brought up implementation and penalties. Many mariners feel that until ships are detained and penalized, that rest hours will be doctored; and masters face pressure from owners/operators ordering them to sail on a time schedule or face losing their jobs. Provisions in the law allow short-term violations, which should be logged accurately, and when the short-term violations are consis-

tent, that should prove manning levels insufficient. New requirements say the flag state must re-evaluate the manning certificate, withdraw it, or require a new task analysis to come up with proper manning levels.

Part of the complexity is jurisdiction with ILO (working conditions, hours of work) and IMO (maritime safety, hours of rest). While they are not completely harmonized, they are close. The U.S. Coast Guard has to make rules that comply with both. ☆



Mr. James McCall Baldwin and Captain Manny Aschemeyer.



Commander Brian Khey, Captain Don Moore, and Captain John Corso.



A full room listens to presenters at the PDC.



Captains R.J. Klein and Dan Jordan.



At the **Professional Development**

THE CHANGING FACE OF NAVIGATION

MR. TIMOTHY OSBORN

Regional Navigation Manager, NOAA Office of Coast Survey, Eastern Gulf

Digital navigation is here, and there's no going back. At NOAA, they're trying to figure out how to jump in. NOAA is expending money and resources into converting raster charts to ENC and tile service formats. NOAA surveys and collects huge amounts of data that go into charts, and must be able to create usable products. Companies such as Rose Point, Raven and others are constantly designing new generations of displays for that data. Pilots are finding new, clever ways to use that data to aid in navigation, in ways NOAA did not predict. One example is using a Raven display to dock a ship in the dark, while also looking out the window.

This brings up a whole new issue of navigation management. The pilot/master has several sources at their disposal, all coming to them at one time: AIS, radar, radio, ECDIS, and Raven or Rose Point systems. The pilot or master must decide on his sequence of work in terms of conduct of the ship.

Mr. Osborn stressed that digital charts are a depiction of reality; reality is still looking out the window. In most incident cases, it was all going good until they saw what wasn't on the display. One problem mariners face, especially on the Mississippi, is that not all vessels are required to have AIS, and many turn AIS off once docked. A pilot bringing in a ship will think they are going to a clear anchorage, but once they arrive, a ship is there. On a busy river like the Mississippi, finding another place to go can be troublesome.

Real-time decision making is coming online. Surveys and observed data can be updated into displays as they occur. Real-time water levels, currents, air gaps, waves, load max, under-keel measurements and more lead to better forecasting and predictions. Docks and terminal side operators are finally starting to understand this. They can time operations more precisely. Seaports and waterways equipped with and using



NOAA PORTS® have shown increase in cargo, better vessel maneuvers, 59% fewer groundings, reduced property damages by 37%, reduced injuries by 45%, and reduced deaths by 60%.

Mr. Osborn stressed that increased safety is a "you" thing, not an "us" thing. NOAA supplies the data, and mariners are using it to their advantage. It's really teamwork and partnership. When NOAA can go out on the vessels with pilots, and see how pilots are using their data, it helps NOAA determine what data, products, virtual synthetics, and even where data buoys need to be located for increased safety. ☆

EVENING ABOARD THE CREOLE QUEEN



Ms. June Milliard, Captain Janet Walsh, and Mrs. Deborah Halsall.



RAdm. James Watson and Captain Don Moore.



Creole Queen, docked outside the Hilton Riverside, begins boarding for the river cruise.



Mr. Juan Barona with Captain Bob Phillips.



Mrs. Judy and Captain Bob Holden.

GAME-CHANGER: THE SHIPMASTER AND THE MARITIME LABOR CONVENTION 2006

CAPTAIN DR. JOHN A. C. CARTNER

International Maritime Lawyer, Author, CAMM member #2574-R



“The Maritime Labor Convention is a game changer for the industry and shipmasters.”

Captain Cartner opened with this strong remark, and gave some background history on the International Labor Organization (ILO) and IMO, their relationship as a sister organization to (not an agency of) the United Nations, and how legislation is achieved.

The ILO has redeemed itself with the MLC. The ILO had 88 conventions, mostly irrelevant, poorly written and dealt with technologies that no longer exist. With MLC, ILO is going back to its roots with seafarer welfare.

MLC 2006 is truly the fourth pillar of maritime law with SOLAS, STCW, and MARPOL. It takes the master’s duties more seriously, gives masters more authority in a consolidated fashion, and on the flip side, more liability in both criminal and civil cases. Captain Cartner stressed throughout his presentation this means as a shipmaster, it’s got to be done correctly and by the book. No more risk taking, because going to jail and losing your life, especially in third world countries, is far worse than losing your job.

Cartner also warns about a fifth pillar: State laws which create an extra-legal system outside their laws. Security [weeds] professionals are co-opted security patrols though Port State, and can detain you forever, even after being exonerated by the legal system.

Captain Cartner went over the seven main duties of a master. He pointed that the MLC is the first convention where language specifically states any person who has the authority to give an order, ashore or afloat, is covered by the convention. This applies to the masters’ duty to enforce flag-state law and customary law. For U.S.-flag ships, this can mean UNCLOS. Though the U.S. has not rati-

fied it, it is in the shipmaster’s best interest to follow customary law.

With the MLC, the shipmaster has two other masters above him: the flag state, and the owner, and in reality, there are several more. For flag state, you must know where you are – international waters, territorial waters, port state waters, and in whose jurisdiction. [That’s the nice thing about ECDIS – you know where you are.] Several duties of the master are related to owners of cargo and ship, to which the master is a trusted custodian and fiduciary; and as an employee at will, masters can easily be fired or replaced. In different situations, the shipmaster can be an agent of many different kinds.

The MLC reinforces these duties and responsibilities in Article II, 1.a: “*For the purpose of this Convention and unless provided otherwise in particular provisions, the term: competent authority means the minister, government department or other authority having power to issue and enforce regulations, orders or other instructions having the force of law in respect of the subject matter of the provision concerned.*” This is the first time any Convention language has given masters competent authority.

Another big deal is this convention defines masters as seafarers. Historically,

masters were co-venturers with owners and the ship was a floating emporium. Ships have evolved from instruments of commerce to instruments of transportation.

Captain Cartner strongly advises all sea-going masters and mates read the MLC in full. “Prudent” is used often, defined as thoughtful, careful acts. “Entitled” is another term used often, but is referring to a “Title” in the MLC, not a right, so don’t read too much into that term.

When asked what provisions are in the MLC to hold shore-side ship managers or owners accountable (the shipmaster is an employee at will), the answer is that management operates under different laws and jurisdictions than masters and seafarers, and the division is strong. In the court’s eyes, the people ashore must have committed a crime and are not punished for errors. Often, in U.S. environmental cases, they’re able to prosecute shore-side managers for lying in an investigation. ☆



Captains Ken Halsall and Michael Mc Cright during a coffee break.



Captains Joe Hartnett, John A.C. Cartner, George Quick, and Paul Hanley chat and laugh during a PDC break.



At the **Annual General Meeting**



STATE OF CMM

CMM National President Captain R.J. Klein

In reviewing CMM's active members I noted that 60 are seagoing masters. CMM pays for all of our seagoing masters to be members of IFSMA. Since our last AGM, 19 of our members have Crossed the Final Bar. We have added 27 new members. We need to update our data base (MAS) to be able to determine how many working pilots are members of CMM.

Over the last year, Captain Tom Bradley has done an excellent job of publishing *Sidelights*; it's a quality magazine and our best recruiting tool. The website is also effective and Captain Bradley has continually made improvements. We were able to get the membership login working this year so that members can update their personal information. Anyone having difficulty logging in can contact me for help. For those who don't write checks, you can now make payments directly to CMM with a credit

card. The latest update enables membership applications to be made online.

Captains Manny Aschemeyer, Ed Higgins and Tim Brown took office last year and have added needed energy to the organization. We are grateful to see new faces at this year's meeting. When people ask me, "What is the size of CMM's membership?" I tell them that, by definition, we are a small group. There are fewer U.S. shipmasters than there are NFL players. We need to explore new ways to advance CMM's profile. The PDC was filmed by Maritime TV and was available for viewing by mid-April. *The New Orleans Advocate* and the *St. Charles Avenue* magazines will attend our Closing Dinner for local coverage. The New Orleans chapter is an excellent example to all of our chapters by their attention to the importance and effectiveness of good PR.

I attended the Maritime Industry Congressional Sail-In the week of March 24th. Other CMM members in attendance were Captains Mike Murphy, Dave Boatner, Don Marcus, Wayne Farthing and Jeremy Hope. The team I was assigned to visited mostly freshman representatives. Their staff was all new – they were interested and attentive. The

next day I visited Pacific Northwest area representatives and senators. CMM needs to be more involved with informing Congress about the U.S. Merchant Marine – our positions, which have been updated, offer good talking points.

CMM has members in 39 states, the District of Columbia, Puerto Rico and the Virgin Islands. While most of our members live along the coast, we do have members in Colorado, Iowa and Nebraska. I have tasked Captain Manny with matching all of our members to their representatives and senators. We can inform our members to contact their senators and representatives on issues of importance to CMM.

Captain Manny Aschemeyer and I traveled to the Maritime Security Conference East in Jacksonville, Florida, in early March. We made some good contacts with people there and we expect to get some advertising for *Sidelights*. We targeted ten brokers and personally visited with them, leaving copies of *Sidelights* and media kits.

I look forward to comments or questions regarding the State of CMM. I would be glad to give more detailed information on any point that may be of special interest. ☆

NATIONAL OFFICERS' REPORTS

1st VP Report: Government & Public Relations

Captain Joe Hartnett, #2193-R

I renewed my Propeller Club membership in Washington, D.C. which is vital to help me get into activities in D.C. As anyone who spends any amount of time in D.C. knows, it takes a while to develop relationships, and once you do, they've moved on, administrations have

changed, and you've got new faces. A lot of my existing contacts in D.C. are not there anymore, so we go back to square one. On behalf of CMM, we've made a lot of inroads at this point, and we'll continue to do so, and the Propeller Club helps me attain that goal.

Unfortunately, this year I was unable to attend the Maritime Industry Congressional Sail-In, which I was looking forward to, but the date change

from May to March was a curveball for me. I appreciate those who were able to participate at the Sail-In for CMM; it's a very important day hopefully everyone will have a chance to experience in the future. It shows you what we're up against and how it's a constant effort to promote the merchant marine in D.C. Typically they'll ask how it affects their constituents. I urge you to find out who your local representatives are;

each chapter contact their local congressman, establish an ongoing dialogue to promote our mission, and report back at CAMM's national AMG meeting. As a goal, everyone come back next year and we'll go from there.

Senator Barbara Mikulski (D-MD), in 2017, will not continue in her office, which is great loss for the Merchant Marine and it's my hope that whoever replaces her will be proactive in the Merchant Marine.

I'm going to participate in the Salute to Congress in April and we'll honor Representative John Garamendi (D-CA-03), who is a very good supporter and big proponent of the U.S. Merchant Marine. I've attended the last few years via the Baltimore Propeller Club with Captain Chris Yearwood, and I ask the BOG to approve my attendance this year – an important event I think CAMM should participate in. In San Diego, Duncan Hunter (R-CA-50) is also a big supporter. There are names we need to highlight, thank them for their support, and continue dialogue with these people because they are certainly acting in our best interests. We'll also participate in National Maritime Day events in D.C. in May.

All I ask is that if you hear about an event in D.C. that CAMM should be part of, please send me an email. Though we are working pilots, and our schedules don't always permit it, we try to show up to as many events in D.C. as possible.

2nd VP Report: Pilot Relations

Captain Dan Jordan, #2698-R

What I do as 2nd VP is pay attention to pilots' issues – I'm an active working pilot as well, so I attend the American Pilots

Association conferences, and conferences on the west coast. There are many issues for pilots that apply to sea-going captains as well.

First, the pilot as an advisor is what we were taught and learned as we came up through the industry. Now, with compulsory piloting, pilots are required to be on board by law, and the pilot is no longer only an advisor, but is in charge in navigation, while the captain remains in command of the vessel. In schools, bridge resource management classes teach different courses for pilots and marine officers, but I don't think they should.

The other conversation is when does the pilot have the conn? When the captain relinquishes it to them? When the pilot comes onto the bridge? As soon as the pilot reaches the top of the ladder? You'll get all three opinions from both pilots and captains, so it's a conversation we need to have.

Next week I'll attend the West Coast Pilot Conference in British Columbia.

Gulf VP Report

Captain Michael Mc Cright #2753-S

I see our mission at CAMM is to educate the American public how important we are to our economy and our military. Unfortunately, the American public doesn't understand how important the Merchant Marine is – somehow, somehow, we need to support it. I don't claim to have all the answers, but know the first step is to educate the American public. I appreciate Captain Hartnett's efforts in D.C. because whether we like it or not, everything is political, and we have to address that and can't ignore it. This needs to be our task at hand.

Secretary/Treasurer Budget Report

Captain Manny Aschemeyer #1548-R

Editor's note: Captain Manny Aschemeyer presented spreadsheets with numbers to members in attendance. Due to space requirements and many details, financials are summarized and not detailed in Sidelights. Please contact Captain Aschemeyer for the full expense and income reports.

I salute Captains R.J. Klein, Tom Bradley and Don Moore who helped with the changeover, along with accuracy and legalities of record keeping. We've got our act together, and have all our minutes and financial reports going back five years on the back table. We are meeting all legal record keeping requirements.

We had a good performance for FY2014 despite a slight deficit. Due to timing of the Mystic AGM, income and expenses are included in both FY2014 and 2015 financial reports. We are estimating a modest deficit for FY2015. In the previous several years, deficit spending has been much higher and we cannot continue the trend.

Income and expense fluctuates in accordance with annual dues income. We receive income from website ads, and for FY2015 we are hopeful to gain further printed ads in *Sidelights*, and raffle and sponsorships for this AGM are ahead of projected. General expenses include *Sidelights*, website, membership database, office supplies, CPA, ISFMA fees with some travel expenses, and other miscellaneous expenses. National AGM expenses include travel expenses for national officers and we pay chapter representatives 50% of their travel costs.

*We are getting smaller in mem-
Continued on next page >>>*



Capt. Joe Hartnett
“.. it's a constant effort to promote the merchant marine in D.C.”



Capt. Dan Jordan
“When does the pilot have the conn? ... You'll get three answers from both pilots and masters ... It's a conversation we need to have with compulsory piloting.”



Capt. Michael Mc Cright
“I see our mission at CAMM is to educate the American public how important we are to our economy and our military.”



Capt. Manny Aschemeyer
“I encourage you to all reach out and bring in young mates or those coming up through the industry as associate members; this will bring in diversity, perspectives and power circles that can help us.”



At the **Annual General Meeting**



Capt. Ken Halsall
"We are a work in progress... We have hope and it's definitely promising."

Reports >>>Cont'd from page 23
bership. Captain Klein offered a special \$100 reinstatement fee for those in arrears that has recouped a few members.

Hopefully we can make *Sidelights* revenue neutral – a fine magazine that remains our top tool for recruiting new members, and public and political support. I encourage you to all reach out

and bring in young mates or those coming up through the industry as associate members; this will bring in diversity, perspectives and power circles that can help us. We still want to recruit masters and mates – we're not trying to diminish the importance of the masters. We need to give thought to adding to our numbers, including capturing members as cadets

and bringing them up through CAMM as they work their way through associate to eventual regular membership.

Another controversial discussion we need to have is the possibility of a dues increase. The downside is that we may From a fiduciary standpoint we may need to consider a dues increase. ☆

CHAPTER REPRESENTATIVES' REPORTS

New York Metro

*Captain Ken Halsall #2315-R
Chapter Representative*

The chapter is recently new, after the chapter had been dormant for some time. Captains George Sandberg, Sean Tortora, and Ed Gras have made active efforts to get interest going. Considering there are two big maritime schools in the area, it shouldn't be that hard. Most of the membership meetings are pretty well attended; though this past winter have dropped due to some bad storms. Many of the instructors are members of CAMM; one who gave a lecture on e-Loran as shore-based Loran system to back-up GPS. We are a work in progress and are hoping that once the weather gets better we'll have better attendance. The facilities at Kings Point are particularly bad right now because there's no place for us to meet, so have been meeting at Fort Schuyler, but with lower turnouts. We have hope and it's definitely promising. Our next meeting is scheduled in New York for next week.

Cooperative Program's 20th Anniversary, continues to sponsor and participate in Propeller Club and Seafarer Center golf events and continues to offer assistance to Maritime Industries Academy, a local Baltimore high school.

The chapter is seeking more retired members to assist with chapter activities and represent our chapter at maritime events and seeking someone to organize meetings in Washington, D.C. We will be participating in a Baltimore/Washington Maritime Day event in May aboard the NS SAVANNAH.

Tampa

*Captain Bob Holden #1524-R
Chapter President*

We currently have 43 members down from the highest of 65. We lost several in the past year or two. We have 28 regular members, and ten companion members, some of whom are eligible to join the national, but aren't interested. We try to recruit members through the union halls, but have not been successful. Most of our members are getting up there in age, and the few younger members we have don't show up very often, unfortunately. We've been on the downside for a while.

We have a couple of social functions a year, one at Christmas.

This past year we celebrated the 25th anniversary of the founding of our chapter on November 14, 1990, with a quite successful turnout. We have another social event in March. We meet every 2nd Tuesday at the Columbia Restaurant and average ten per meeting, and when we have a speaker, up to 15 in attendance.

New Orleans

*Chief Engineer Horace George
#3223-A, Chapter Secretary*

Welcome to New Orleans – we want you all to know its our pleasure being with you the past couple of days and look forward to this evening.

We are a small chapter, but we're determined. We have a good core, and then the ones who come when they feel like it or when it's raining and the golf course is closed. We have been fortunate to have wives come to our special functions and have improved attendance because we've been fortunate to get good speakers coming in. The USCG Captain of the Port has attended, as have people from the Port of New Orleans, and The Reverend Philip Vandercook from Global Maritime Ministries keeps us updated on occurrences in the city and Port NOLA. Captain Ed Higgins, chapter president, unfortunately couldn't be here



Capt. Chris Yearwood
"The chapter is seeking more retired members to assist with chapter activities and represent our chapter at maritime events."



Capt. Bob Holden
"This past year we celebrated the 25th anniversary of the founding of our chapter on November 14, 1990, with a quite successful turnout."



CE Horace George
"We are a small chapter, but we're determined. ... [we] have improved attendance because we've been fortunate to get good speakers coming in."

Baltimore / D.C.

*Captain Chris Yearwood #2963-RP
Chapter Secretary/Treasurer*

The chapter recently established a Facebook page for Baltimore/Washington area masters, participated in Ship Operations



this week because the government decided to have a dock trial and test on one of the vessels in Pascagoula. He's sailing around out there, wondering what's been going on here. I told him not to worry, we've already spent all the money.

In general, NOLA is still alive and kicking, and hope you all come back again and see us real soon.

Houston

*Captain Michael Mc Cright
#2175-S, Chapter President*

I'm teaching at Texas A&M at Galveston. I have my boss here – Captain Gussie Roth – keeping score, and also our secretary. I've been the president by default. VP Captain Joe Perry is a sailing master with APL and has volunteered to step up to the plate as President when he retires in x number of years. Captain Wayne Farthing, who has momentarily stepped out of the room, is our treasurer.

I'm showing you the Houston CAMM webpage. The way I try to do it is, keep it online. I've asked to keep the list of meetings on the website so we have reference as to what we've done and what's coming up. We hold our meetings on campus which is convenient for us, but not to Houston or other parts of Texas. I try to tie in with other industries and organizations such as Nautical Institute and IMAREST. Our next speaker will be Kevin Walker, Offshore Ops of Chevron, and May 6th TAMUG graduate Joy Hall will present at our last meeting of the season on campus. On May 10th, we'll have a meeting at the Houston Pilot Building with the Nautical Institute about Dynamic Positioning. Phillip Wake, President of NI, will come to Houston to discuss DP and how they got behind the eight-

ball with credentialing. One of the more interesting speakers we had was John Peterlin, III, who is the number three guy at the Port of Galveston.

We have the Houston Maritime Museum, founded by a naval architect. The Veterans History Project is something I'd like to see Captain John Corso participate in – you get a package from American Folklife Center, Library of Congress, and follow those guidelines and record your oral history. This is something the Navy has done well, and I would like to see us carry on with. Captain James Giblin (#589-R), one of our senior members, has done this with me in the past.

We are quite fortunate because a lot of conventions are held in Houston or Galveston, and have access to some of the latest technologies that are happening in the industry.

Our local chapter, Captain Jack Lane, when president, abolished local dues. We have our national group, then our core group – it's a work in progress. We're up and running.

Seattle/ Pacific Northwest

*Captain Don Moore, Jr. #1513-L
Chapter Treasurer*

The chapter has 64 members: five lifetime, nine charter members from 1981 – including Captain John Corso here today, and eight companion members – some who are eligible for national membership but choose not to join. We charge \$25/year for dues. We have a healthy bank account, with additional funds generated by our annual golf tournament for Youth Maritime Training Organization (YMTA) to benefit high school and college level kids getting maritime training.

We meet at McCormick &

Schmidt's the 2nd Thursday of the month and also have an executive group of six to eight people who meet on the 3rd Tuesday to discuss chapter business and set regular meeting agendas.

In February, we host a special meeting that honors our brides for Valentine's Day and recognizes women working in the maritime industry. We try to get active female maritime workers and recently were able to get a Navy commander who's a chief officer aboard a destroyer in the Puget Sound area, a few women who work for the Port of Seattle, and the Washington State Ferries administration. We try to encourage and incorporate the women in the industry in our area.

In the 1980s when we first started, CAMM National wanted to know if Seattle could sustain enough maritime generation to host an annual meeting. To test that out, we came up with the idea to have a Maritime Person of the Year award. We do that every October because it's the beginning of our fiscal year. We typically have 50-60 in attendance, and over the years we've had sea-going people, educators, and people working in the industry as award recipients. Three years ago, we awarded a TOTE engineer who was a leading agent in LNG and started a revolution in our area that later spread across the country.

The annual charity golf tournament is in its 7th year – 72 golfers last year – generated enough money to donate \$8,500 for YMTA, including a \$5,000 scholarship in CAMM's name.

Columbia River

*Captain Dan Jordan #2698-R
Chapter Secretary*

All sixteen Columbia River Bar
Continued on page 26 >>>



Capt. Michael Mc Cright
"[At meetings] I try to tie in with other industries and organizations such as Nautical Institute and IMAREST."



Capt. Don Moore, Jr.
"The annual charity golf tournament ... generated enough money to donate \$8,500 for YMTA, including a \$5,000 scholarship in CAMM's name."



Capt. Dan Jordan
"All sixteen Columbia River Bar Pilots are members of CAMM, and twice a year we meet in Astoria."



At the **Annual General Meeting**



Capt. Pat Moloney

"... what we do in CMM is of interest to all of them in the industry."



Capt. Dave Boatner

"We testified at a U.S. Coast Guard hearing against an aids to navigation proposition to establish virtual aids to navigation instead of buoys.if ECDIS is wrong, then your virtual aid will be wrong also."



Capt. Tom Bradley

"There is a massive amount of information and more to this website than many of you are utilizing."

Reports >>>Cont'd from page 25

Pilots are members of CMM, and twice a year we meet in Astoria, Ore. to accommodate our pilots. Our monthly meetings are held in Vancouver, Wash. We don't have very many activities in our group.

San Francisco Bay Area

*Captain Pat Moloney #1829-R
Chapter Vice President*

Our monthly meeting location, Sinbad's, closed last month for the San Francisco Ferry boat expansion. Of late we've been meeting at The Nantucket restaurant in Crockett, across Carquinez Strait from Cal Maritime. Typically six to eight members show up for the meetings, and two of us migrate in from Nevada. We had a meeting up at Cal Maritime in their new dining facility, and had an opportunity to talk with the cadets; gave them the "what CMM can do for you" spiel. I talk about our connection with IFSMA. I invite all of them – deck and engines – to participate with us, because what we do in CMM is of interest to all of them in the industry. We represent mariners, not just masters; we've stuck up for chief mates in litigation. CMM mem-

bers provide the expertise when an overly aggressive prosecutor who may not understand the maritime industry wants to make a name for themselves. Our guys stick up for the maritime crowd and that is something they can identify with. We like and accept engineers. We're reaching out to the kids at CMA; it's difficult if you don't have someone on the ground providing a presence for CMM. Even though the skipper of the training ship is a CMM member, he's got his hands full. We keep pushing and I think it's worth continuing to try to get the junior members of the academies involved with the Council.

LA/Long Beach

*Captain Dave Boater #2162-R
Chapter President*

My report is very similar to last year's. We are a small chapter and I am very much the youngest member. We have some wonderful ancient mariners who participate, two are USCG Captains of the Port. It's a stalwart group who meets the 2nd Tuesday of the month at the Crowne Plaza to have great discussions and pretty good food. We also participate very strongly in Maritime Day at

the Merchant Marine Veteran's Memorial in San Pedro at the foot of 6th Street near the Maritime Museum – the finest memorial in the nation.

We do participate in local issues – we testified at a U.S. Coast Guard hearing about an aids to navigation proposition to establish virtual aids to navigation instead of buoys – we spoke against that because virtual means it's not actually there. We all know how ECDIS works – both how well it works, and how well it does not work. So if ECDIS is wrong, then your virtual aid will be wrong also. It's an answer waiting for a question. In any case, AIS and virtual aids are part of the future, and come with their own sets of problems. I see where Nautical Institute posted a note about an AIS-assisted collision. I think CMM policy of maintaining standards and not getting away from the original safe navigation issue – continuing celestial standards, the idea of terrestrial piloting, is really topical today.

Lastly, I'm wearing this nice polo shirt – I got this shirt a long time ago, and it's a CMM shirt. I'd like to see if we can do something like that again. ☆

COMMITTEE REPORTS

Sidelights and Website

Captain Tom Bradley, #1966-L

Editor's note: Captain Bradley showed various part of the website and MAS system on the projector during this report. The following is a summary:

Captain Bradley started by displaying the Membership Administration System (MAS) on the projection screen, highlighting some of the differences between member access, chapter secretary access, and national secretary access. It has been a long, bumpy year to get members

access going; the pitfalls of not knowing which way to go, and then having to change it after trial use.

The main focus for *Sidelights* and the website is to produce products to make our professional profile more prominent. We have media kits for *Sidelights* posted on the website and printed versions are available for you to distribute. You will notice banner ads at the top of the website. Open our website and click on the ads; it helps generate revenue.

There is a massive amount of infor-

mation and more to this website than many of you are utilizing; for example *Sidelights* ad rates are posted, archived issues of *Sidelights*, Constitution and By-laws, links to other maritime associations and much more. Prospective members can submit their membership applications online, we now accept credit card payments for dues and donations and have the link for AIS traffic maps, live piracy maps, and Maritime TV. Please, go in and take a look at it! ☆

OLD BUSINESS

Website

Captain Bradley's comments on using the website are well founded. We encourage all members to go on the CAMM website, look at it, use it, and click on the ads!

Membership

The goal of new members has been discussed by Captain Aschememyer. *Sidelights* and the websites are helpful in this endeavor. Additionally, one of the best reasons sea-going masters should join CAMM is that they automatically

become members of IFSMA as CAMM pays their IFSMA dues. This gives them representation at IMO through IFSMA, (this is in addition to the U.S. representation through the USCG). An advantage of being a member of IFSMA is that when sailing outside the U.S., IFSMA can be called on for aid.

We acknowledge that those actively going to sea may not have time when on vacation to attend CAMM activities but being a member enables all to utilize our resources and have input on maritime issues that directly affect their jobs.

Sidelights ads

Media kits are online, and you can print a copy to hand out to prospective advertisers or send them a PDF copy via email. Last May, every chapter president was sent a media kit and information on how to solicit ads using *Sidelights* and the media kit. We ask that our membership become our advertising team. The goal remains to make *Sidelights* revenue neutral. ☆

NEW BUSINESS

Maritime Industry Sail-In to Congress

Last year it was suggested that CAMM conduct its own Sail-In with selected CAMM positions as talking points. Due to the 2014 national election, it was decided to wait for the new Congress before moving ahead with our Sail-In. Since then, we have started to match our membership with their senators and representatives in Congress. Chapters should know who their representatives and senators are and how many CAMM members are in their districts. It was proposed that this year we do the following: 1) vote on which CAMM Positions are the most important to the membership; 2) the secretary/treasurer will inform each member who their senators and representative are and how to set up an appointment to meet with their Congress persons or their staff; 3) in August of this year, when Congress is in recess, and senators and representatives are home, our members will visit their congressperson(s) or members of their staff; and 4) all members will be addressing the same points (which will be supplied by the National) based on the vote on position priority.

The intended result will be a Congress better educated on the necessity of maintaining a U.S. Merchant Marine and

informed on CAMM issues and positions. The more often our message is repeated, the better our chance of gaining needed support.

EXIM Bank

Captain Michael Murphy noted that a critical grassroots movement is needed for the Export-Import Bank reauthorization which is up for renewal June 30th. CAMM should be part of that movement. There is a push to kill it in the House; we cannot allow that happen. The EXIM Bank increases our chances of maintaining rule-making and penalties for cargo preference. It should be noted that the EXIM Bank is profitable—it makes money for the government—yet some in government want to get rid of it. Why?

Marketing and support

CAMM has placed a half page ad in the Merchant Marine Commemorative Book, coming out soon.

Future PDCs and AGMs

We need to get back on track and set the location of our meetings two years in advance. Next year is the West Coast's turn and it will be held in Portland, Ore. Captain Dan Jordan and the Columbia River Chapter will host with support from the Seattle chapter and the National. In 2017 it should rotate to the East Coast. We may be able to have our meeting in conjunction with IFSMA, possibly in Washington, D. C. ☆



Captain Chris Yearwood contributes his opinion during positions discussions. Captain Joe Hartnett in foreground.



Captains Tom Bradley, Gussie Roth and Michael Mc Cright during the business meeting.



At the **Annual General Meeting**

VIEWS & POSITIONS

The following are CAMM's current positions on maritime matters. Positions that were dropped as moot due to rules going into place or for other reasons are: POSITION 2005-02: Contamination and Safety (MLC 2006); POSITION 2011-01: Physical Guidelines for Merchant Mariners; POSITION 2011-04: Lifeboat Safety; and POSITION 2014-03: Emergency Response Infrastructure for Arctic Shipping (IMO Polar Code).

POSITION 2004-01 Criminalization of Shipmasters

OPPOSE the immediate arrest of shipmasters after civil maritime incidents until appropriate criminal investigations are completed and all rights of the master are protected.

OPPOSE the detention of shipmasters by any arresting Port State not respecting the warrant and status of the shipmaster.

SUPPORT IFSMA Resolution 1/2004 (AGA 30) calling on IMO, ILO and other regulatory interests to develop guidelines for Port States with regard to the arrest and detention of Masters without trial following maritime casualties. (See IFSMA AGA 30 - Resolution 1/2004 for full statement.)

*Adopted 2004;
2013: Sent to committee for re-wording,
amended 2014; continued 2015*

POSITION 2004-02 Ports of Refuge

SUPPORT the ancient doctrine of Port of Refuge and support the clarification of international law of said doctrine.

*Adopted 2004; amended 2013,
continued 2015*

POSITION 2004-07 One Man Bridge Watch

OPPOSE one-man bridge watch.

*Adopted 2004; amended 2013,
continued 2015*

POSITION 2006-05 Witness Treatment by U.S. Officials

OPPOSE detention of crew of violating ships for the purpose of serving as material witness(es), for an unreasonable period of time, resulting in loss of liberty, wages, and proper due process. "Unreasonable period of time" is defined in this instance as exceeding the 29-day period after which a D-1 visa would expire, leaving the crew member(s) unable to move about freely in this country.

*Adopted 2006; amended 2008, 2013;
continued 2015*

POSITION 2006-08 ILO/IMO Guidelines for the Fair Treatment of Seafarers

SUPPORT the recommendations of an ILO/IMO Working Group on the Fair Treatment of Seafarers, to develop internationally accepted guidelines for addressing actions against and criminalization of seafarers.

Adopted 2006, continued 2015

POSITION 2006-09 ILO Maritime Labor Convention 2006

SUPPORT U.S. ratification of the ILO Maritime Labor Convention (MLC) 2006 to eliminate sub-standard shipping with respect to maritime labor.

NB: The MLC 2006 has NOT been ratified by the U.S. MLC 2006 went into effect on 20 August 2013 after the Philippines became the 30th country to ratify MLC 2006 on 19 October 2012.

Note of Clarification: MLC 2006 lays down stringent rules regarding working conditions and requests proof of compliance from ships. Port State control officers have the power to fine and detain ships which do not abide by the "Seafarers' Bill of Rights."

*Adopted 2006; amended 2008, 2013;
continued 2015*

POSITION 2007-03 Watch Stander's Fatigue and Task-based Manning

SUPPORT flag state implementation and enforcement of new IMO requirements under IMO resolution A.1047, Principles of Minimum Safe Manning, SOLAS Chapter V/14, Ships' Manning, and ISM revision to Chapter 6, placing responsibility on owners for proper manning under all operational conditions.

*Adopted 2007; reworded in 2012 to
condense two related positions to one;
amended 2014, 2015*

POSITION 2007-06 Seaman's Manslaughter Act

SUPPORT changing the Seaman's Manslaughter Act (U.S. Code, Title 18, Section 1115) to require a higher standard of proof than simple negligence.

*Proposed 2007; adopted 2008,
continued 2015*

POSITION 2008-04 Vessel Documentation, Inspection and Mariner Credentialing

SUPPORT the transfer of vessel documentation, vessel inspection and mariner credentialing from Department of Homeland Security to the Maritime Administration, U.S. Department of Transportation.

*Proposed 2007; adopted 2008,
amended 2013, continued 2015*

POSITION 2009-01 IFSMA E-Navigation Comments

SUPPORT IFSMA Working Group Recommendation that watch standers participate in the design and development of E-NAV equipment and that watch standers, rather than technicians, operate said equipment on the bridge. This Position applies to all electronic navigation systems including but not

limited to ECDIS.

Adopted 2007; amended 2009, 2011, 2013; continued 2015

POSITION 2009-04 International Piracy On the High Seas – Elimination of

SUPPORT the re-authorization of United Nations Security Council Resolution #2184 (renewed 12 November, 2014 and recalling its previous resolutions) to authorize funding for international action to fight piracy, and to urge the governments of the world to work to defeat piracy wherever it occurs. *NB: Position 2013-01 deals with an IMO recommendation making the Flag State responsible for a much broader range of Flag State mariner care.*

*Adopted 2009;
amended 2013, 2014, 2015*

POSITION 2011-03 Requirements for Foreign Crew Aboard U.S. Flag Vessels

OPPOSE any expansion of the language of CFR 46 USC 8103 (b) (3) to include any vessel other than those specifically cited therein. Furthermore, require that any non-US citizen employed on a US Flagged vessel be required to meet the same standards of certification, endorsement and security check as a U.S. Seafarer.

Read the CAMM statement submitted to the CFR docket for public comment.

*Adopted 2011; amended 2013, 2014;
continued 2015*

POSITION 2012-01 Redundant Navigation Systems

SUPPORT international effort to require that redundant and independent electronic navigation system(s) (such as e-Loran) be established to back up Global Navigation Satellite System (GNSS) technology.

Adopted 2012; amended 2014, 2015

POSITION 2012-02 Training in Celestial Navigation

SUPPORTS the inclusion of celestial navigation competency as a component of deck officer certification.

Adopted 2012, continued 2015

POSITION 2012-04 Jones Act

REAFFIRM our staunch SUPPORT for and retention of the Jones Act, Section 27 of the Merchant Marine Act of 1920 (Public Law 66-261).

Adopted 2012, continued 2015

POSITION 2013-02 Regulatory Burden on Ship Masters

SUPPORT the International Maritime Organization efforts to review and reduce the regulatory burden imposed on vessel masters.

Note: Please visit IMO's website for information on their work on Reducing Administrative Burdens. The public comment period ends October 31, 2013.

*Proposed 2012; adopted 2013;
amended 2014, continued 2015*

POSITION 2013-03 Development of a Polar Code

SUPPORT the continued development and implementation of a Polar Code by IMO.

*Adopted 2013; amended 2014,
continued 2015*

POSITION 2013-04 Food for Peace Program Public Law (P.L.) 480

SUPPORT U.S. maritime industry efforts to prevent changes in the Food for Peace Program, proposed in the Administration's FY 2016 Budget.

Note of Clarification: The current requirement requires that food purchased under the program be grown in the United States of America and transported in Congressionally prescribed percentages on U.S. Flag ships. The FY 2016 Budget changes P.L. 480 to a cash donation program through which recipient countries

may purchase food from anywhere in the world, with no cargo preference provision.

Adopted 2013, amended 2015

POSITION 2013-05 Increase in USF Requirement under Food for Peace Program

SUPPORT the U.S. maritime industry's position that the percentage of PL 480 cargoes which must be carried on U.S. Flag ships be restored to 75 percent. Further SUPPORT efforts to legislate a meaningful penalty for failure to ship on U.S. Flag vessels, at the required percentage.

Adopted 2013, amended 2015

POSITION 2014-01 U.S. Coast Guard ownership of Merchant Mariner Credential (MMC) / License

Continue to OPPOSE Coast Guard position that the agency owns the new Merchant Mariner Credential (MMC)/ License issued to a seaman and that USCG can revoke or recall the document any time without cause as set forth in the Code of Federal Regulations. CAMM contends that the credential is the property of the user, and that it is to be surrendered to the Coast Guard only after due process. CAMM SUPPORTS changing the CFRs to that affect.

CLARIFICATION: Positions Committee notes that the Original Position was discontinued because the USCG has taken actions indicating that it considers this a moot point. USCG no longer uses the word "license" when referring to the merchant mariner's license. Revived because CAMM members wish to press the issue with Congress. CAMM does not challenge USCG right to revoke the Z card, as long as due process is followed.

*Adopted 2008; discontinued 2013;
reinstated 2014, continued 2015*

Continued on page 30 >>>



At the **Annual General Meeting**

POSITION 2014-02 Design Requirement for New Ship Construction

SUPPORT a design requirement whereby all new ship construction shall include an elevator/lift when the navigation bridge is more than 4 decks or 12 meters, whichever is greater, from the main deck or pilot embarkation point.

Adopted 2012; tabled 2013; reinstated 2014, continued 2015

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

SUPPORT Congressman John Garamendi's (D-CA-03) efforts to promote U.S.-Flag and U.S.-built LNG vessels.

Proposed as View 03-2015; adopted 2015

Views are either new proposals or were positions tabled for further review and will be discussed and voted as official positions or dismissed at the 2015 AGM. Please email Committee Chair Ms. Lyn McClelland with additional comments.

VIEW 01-2013 UN Convention of the Law of the Seas Treaty

OPPOSE U.S. ratification of the Law of the Sea Treaty, which would give important domestic powers to an international authority based in Brussels. Specifically oppose provisions which would result in American ship masters accused of offenses at sea being tried by an interna-

tional court in Europe, and proceedings conducted without the benefit and protection guaranteed by the Constitution of the United States.

Text of UNCLOS may be found online at the U.N. website.

Adopted 2004; tabled 2013, 2014, 2015 for further analysis.

VIEW 01-2015 Misuse of the ISM Code

CAMM SUPPORTS limiting the use of the international Safety-Quality Codes to the improvement of vessel safety and quality, and not as a disciplinary tool to be used against Masters.

Proposed 2015. Maintain as View.

VIEW 02-2015 Authority of MODU/DP Masters

CAMM SUPPORTS the rightful authority of the MODU or Dynamic Positioning (DP) certified Master to cease operations for safety reasons, without pressure from the company to take actions he considers unsafe.

Proposed 2015. Maintain as View.

VIEW 04-2015 Flag State Responsibilities in Incidents of Piracy

RECOMEND that the International Maritime Organization create a regulation holding the flag state of any merchant vessel held captive by pirates politically and financially responsible for patrolling the pirate zone, freeing the crew, releasing the vessel from the

control of the pirates and compensating the crew and their families for lost wages and hardship.

NB: 2009-04 Recommends U.S. support for U.N. Resolution urging world governments to defeat piracy.

Proposed 2012; adopted 2013 as Position 2013-01; 2015 tabled for further discussion

VIEW 05-2015 Under-Qualified Officer Promotions

OPPOSE Coast Guard's proposed regulations which would allow a third or second mate to progress to an unlimited master's license with only 36 months' service as a third or second mate, removing the requirement of six-months service as Chief Mate on unlimited tonnage vessels. (Formerly View 03-2013, offered as Officer Promotion Requirements.)

OPPOSE Coast Guard proposal to allow a third mate with only 12 months' service as an Officer in Charge of Navigational Watch (OICNW) to progress directly to Chief Mate Unlimited Tonnage. (Formerly View 04-2013, offered as USCG Advancement to Chief Mate Requirements.)

To view full text on the USCG proposed changes, view/download the Federal Register Vol. 74, No. 220.

Adopted 2010; tabled 2013 to combine two related positions; adopted 2014 as position 2014-04; tabled 2015 pending further review. ☆



Captain Jeff Cowan speaks on matters during views and positions. Captain Pat Moloney listens with interest.



Captain Don Moore contributes to discussions during the general business meeting.



Captain Michael Murphy updates members on the status of the EXIM Bank reauthorization.



At the *Closing Dinner*

2015 LALONDE *SPIRIT OF THE SEAS* CAPTAIN PAT MOLONEY

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 Patrick Moloney, #1829-R, accepted this award from presenter Captain Don Moore, last year's recipient, at the Closing Dinner.

Captain Moloney began his career at the U.S. Merchant Marine Academy, Kings Point, New York. In 1977, he joined Military Sealift Command, Pacific (MSCPAC) as a Third Officer. He was appointed Master in 1982 and was permanent master of the underway replenishment oiler USNS HASSAYAMPA from 1984 to 1988. While aboard the HASSAYAMPA, he was involved with three rescues of boat people from Vietnam, totaling 211 refugees (see story, *Sidelights* December 2011). He is well-respected by his colleagues, evident in that 75% of his crew was the same at the time he took command of the HASS as to the time he left.

In early 1989, Captain Moloney became the Marine Superintendent for MSCPAC, during which he also sailed relief master tours aboard several MSCPAC ships including the hospital ship USNS MERCY during San Francisco Fleet Week 1989.

In February 1993, Captain Moloney was appointed as the Executive Director of the State Board of Pilot Commissioners for the Bays of San Francisco, San Pablo and Suisun. He served in that position until retiring in late 2009.

Captain Moloney serves as the longest standing master (since 1996) aboard the National Liberty Ship Memorial, SS JEREMIAH O'BRIEN for periodic cruises in the San Francisco Bay Area and also serves on The National Liberty Ship Memorial Board of Directors.



Captain Moloney served as IFSMA Vice President from 1998-2006, CAMM 2nd Vice President 1997-2005, and a total of nine years (not all consecutive) as San Francisco Bay Area CAMM Chapter President.

Though officially retired, Captain Moloney remains active in the maritime community as a shipmaster, consultant, mentor and advocate for the maritime industry.

In his spare time, he works on building his model fleet, a 1:350 scale of the ships he has commanded. ☆



Captain Don Moore congratulates Captain Pat Moloney.



Captain Pat Moloney with his guest, Ms. Deborah Ferguson.



At the **Closing Dinner**

KEYNOTE SPEAKER

MR. GARY LAGRANGE

PPM, President & CEO, Port of New Orleans

Mr. Gary LaGrange opened his presentation recalling how life changed after Hurricane Katrina and how New Orleans handled the ramifications. For this summary, we'll focus on its effects on Port NOLA.

Hurricane Katrina hit early in the morning, and that afternoon LaGrange and his team were able to go out and assess damage. The uptown section of the port was fairly intact, but downriver was a far different story. The following day, Secretary of Defense Donald Rumsfeld's office called, asking what he needed to re-open the port. The answer was simple – manpower (many workers had evacuated), electrical power, and intermodal connectivity. At the time, Mr. LaGrange was not thinking about economic impact. He came to realize that opening the port was essential for recovery as Port NOLA is the gateway for a 14,500-mile inland waterway system that connects 31 states and three Canadian Provinces. He became aware that New Orleans had the best hurricane plans, but no recovery plans.

Mr. LaGrange credits the Maritime Administration and Secretary of Transportation Norman Mineta as unsung heroes in recovery operations. With 80% of local housing destroyed, workers had no place to live. So in an unprecedented act, MARAD brought in maritime school training ships and other available vessels to act as floating dormitories, providing homes for 1500 workers for four to six months. Port NOLA reopened in two weeks. MARAD repeated the plan when Hurricane Sandy hit.

Much has grown at the Port of New Orleans (Port NOLA) since Hurricane Katrina nearly ten years ago. In the port's

100+ years of history, the last five have seen unprecedented growth. The port has grown financially 38% since Katrina and LaGrange credits many stakeholders. Port NOLA is the only deepwater port with all six class-one railroads, connected by the New Orleans Public Belt Railway. The port serves 50 ocean carriers, 16 barge lines and 75 truck lines. Port NOLA works closely with the Army Corps of Engineers to make sure the right flood heights, water levels, and tides are managed for shipping.

Cargo Diversity

In 2002, the White House, inline with the World Trade Organization, imposed an embargo on imported steel, which accounted for 37% of the Port's cargo. At that point, Port NOLA realized a need to diversify. Port NOLA went from a two-dimensional to a six-dimensional port: Breakbulk, heavy-lift, containers, refrigerated cargo, cruise and real estate.

The cornerstone of Port NOLA is breakbulk cargo, followed by heavy-lift. Port NOLA recently broke records importing an 800-ton piece of equipment, offloaded onto a barge and shipped further upriver without having to break any regulations, worry about bridges, road closures, or permits that are needed with moving large pieces across land.

The container terminal after Katrina moved 360 TEUs Annually. After the new Napoleon Avenue terminal opened it expanded to 640 TEUs, and once the rail terminal is complete at the end of the year, should increase to 840 TEUs in 2016.

Port NOLA boasts the largest cold storage glass freezer in the Northern Hemisphere and is the largest exporter of frozen poultry, 44% of which comes



from local Louisiana farms.

NOLA brought in cruise ship lines Carnival and Norwegian and others, then re-marketed itself as a travel and tourist city, bringing in dollars to support surrounding businesses. The port is developing a new cruise terminal just downriver of downtown, and Viking River Cruises, popular in Europe, announced plans for operations in North America, based in New Orleans.

Port NOLA owns 1,500 acres of land along the deep-draft MR-GO (Mississippi River-Gulf Outlet Canal), which connected the Mississippi River with the Gulf, and closed in 2009 for various environmental impact reasons and a permanent storm surge barrier was installed. Port NOLA decided to retrofit the property as an international logistics facility for export of Louisiana-made chemicals, which were previously exported via out-of-state ports.

Economic Impact

Since Katrina, the port has invested \$500 million in facility improvements and infrastructure, \$94 million of which was for Katrina recovery. The port is now rated a top logistics port and is the number one exporter or importer of several commodities.

At the state level, Port NOLA is responsible for 160,498 jobs and brings in \$8 billion in earnings, \$17 billion in spending, and \$800 million in state taxes. At the federal level, an estimated 380,000 jobs are dependent on the port's cargo, is responsible for \$37 billion in economic output, and the port's cargo

Continued on next page >>>



CAMM Chaplain Father Oubre gives the invocation and blessing at the Closing Dinner.



Mrs. Lyn Klein thanks Mr. Juan Barona for a wonderful job arranging tours for guests while CAMM members attended meetings.



Mrs. Mona Jordan, Captain George Quick, Mrs. Jackie Moore, Mrs. Lyn Klein, and Mrs. Gale Quick.

PHOTO COURTESY: MANNY ASICHEMYER



Captain Manny Aschemeyer with Ms. June Milliard, mother of raffle winner, and Mr. Michael Rodriguez, who drew the winning ticket.



The Reverend Phillip and Sandra Vandercook.



Captains Joe O'Connor and Paul Hanley.



Mrs. Floy Ann and Captain Manny Aschemeyer.

PHOTO COURTESY: MANNY ASICHEMYER



Mrs. Judy & Captain Bob Holden, Mrs. Deborah & Captain Ken Halsall.



Captain Tom and Mrs. Linda Bradley.



Mrs. Lyn & Captain R.J. Klein, Captain Dan and Mona Jordan.



Captain David Scott, Master of the MSC Ready Reserve Cape Kennedy, homeport just downriver from the hotel, and Captain Jeff Cowan.

LaGrange >>>Cont'd from page 32

generates \$2.8 billion in annual federal tax revenue. As such a high tax revenue generator, LaGrange wonders why it is so difficult to get \$30-\$50 million in grants for much-needed infrastructure and capital improvement to remain competitive with Mexico and Canada, at either state or federal levels.

Port NOLA has come a long way, but not alone. People from all over the world have come to help rebuild New Orleans. NOLA's not totally back yet, but is well on its way. ☆

CASH RAFFLE Winners



- 1st Prize: \$800** Ms. Priscilla McLean
Mercer Island, Wash.
(daughter of Mrs. June Milliard, #3343-A)
- 2nd Prize: \$500** Captain Peter J. Bourgeois
#2440-R; Friendswood, Texas.
- 3rd Prize: \$200** Captain Denny Stensager
#3253-RP; Seattle, Wash.

Safe Manning

“What were they thinking?”



by Captain Jeff Cowan
#3070-R

The International Maritime Organization (IMO) together with the International Labor Organization (ILO) collaborated in 2006 to formulate the Maritime Labor Convention of 2006 (MLC 2006). This convention was ratified on 20 August 2012 and is now enforceable. MLC 2006 states that “nothing in this Standard shall be deemed to impair the right of the Master of a ship to require a seafarer to perform any hours of work necessary for the immediate safety of the ship, persons on board or cargo, or for the purpose of giving assistance to other ships or persons in distress at sea.” At the same time, it stipulates that “any seafarer who has performed work in a scheduled rest period is provided with an adequate period of rest.”¹

Simply stated, this means that if safety is a concern, then the Master will ensure that crewmembers are rested after the safety issue has been resolved. For example, cargo becoming loose on board may present a safety hazard. The Master may task crew with securing that cargo if possible, and once secured, that crew would then have compensatory rest afterwards. This standard provides ship Masters with options in what should be rare, unusual or occasional situations. But in a time when economic conditions dictate staffing at minimum levels, it is also fair to ask who is going to take over

1 MLC 2006 Title 2.3/14.

watchstanding and other duties once the emergency has been addressed. This is the essence of the problem.

The Regulators & Overriding Operational Conditions

IMO Standard of Training, Certification and Watchkeeping (STCW) also addresses fitness for duty and prevention of fatigue. It also states that in observing the rest period requirements, ‘overriding operational conditions’ should be construed to mean that only essential shipboard work which cannot be delayed for safety, security or environmental reasons or which could not reasonably have been anticipated at the commencement of the voyage.

Since the United States has yet to ratify the MLC 2006, in order for Port State Control (PSC) to enforce the sections, they have been included in the Code of Federal Regulations (CFR), which says that the requirements of paragraphs (a) and (b) of this section need not be maintained in the case of an emergency or drill or in other overriding operational conditions. The CFR compiles the various sections of the MLC and STCW into a concise format. The IMO and CFR standard allow shipmasters to call out crew even if rest requirements cannot sustain the event under the MLC 2006 convention, if the term “overriding operational conditions” can be used. But it is minimal staffing itself that creates situations that allow masters to create these conditions for which they then call upon MLC 2006 2.3/14 and 46 CFR 15.111(c) to justify shorting crew rest periods. Most of these conditions are very typical and occur regularly. Hence, the ‘reasonable anticipation’ component

of this regulation is ignored.

Garden Variety “Overriding Circumstances”

Ship Masters also often claim ‘overriding operational conditions’ to relieve crew of their rest periods in situations that are called ‘contingencies of the trade.’ Containerships in particular, typically travel between the same ports and experience the same problems upon every port stay. In practice, this involves a port giving an arbitrary sailing time which ignores the regular realities of cranes working less than optimum due to delayed maintenance, limited truck/chassis availability, work stoppages and/or pilot and tug availability. Nevertheless, the master proceeds to schedule crew accordingly until a last minute notification that a pilot is not boarding for another four hours. The crew stands down awaiting further clarification of sailing.

This example of trade contingencies that must be taken into account while claiming overriding operational conditions. When this occurs repeatedly, how can the master in good conscience still claim overriding conditions? After several such instances, the crew is clearly not getting rest, something that one P&I club cites as the reason for 58% of all mishaps.

Moreover, STCW further allows that “Parties may allow exceptions from the required hours of rest ... provided the rest period is not less than 70 hours in any 7 day period. Exceptions shall not be allowed for more than two consecutive weeks. The intervals between two periods of exceptions shall not be less than twice the duration of the exception.” In other

words, the shipmaster shall ensure the rest hours are met and that only so many exceptions are allowed.

The most egregious example for contingency of the trade is the (not uncommon) voyage schedule when time between ports is less than 24 hours. In these cases, crews will not attain adequate MLC-mandated rest. Six hours alongside the berth for cargo operations after a two-hour passage both ways with a pilot is then followed by another six-hour transit to the next port, only to begin the cycle again. In this case, a minimally manned vessel cannot possibly meet minimum rest periods, and the master claiming overriding circumstances knew that to be the case, well before the transit began. Rarely does port state control intervene, however.

When a scheduled bunker barge is late, the designated oiler/wiper (usually assisting two ship engineers) whose duties were to attend the ship bunker pipe header while fueling, is typically placed on standby awaiting the barge's arrival. This crewman will most likely have been up for the entire pilotage into the berth from arrival at the pilot station, and then will be tasked with standing by the ship fuel oil header until the barge casts off between 6 to 8 hours later. At the completion of fuel transfer, this person will have been up a full 18 hours with only relief for meals. Certainly due compensatory time off the next day, this is unlikely to happen since there is no one else available to perform his watch or maintenance functions.

In the first 24 hours after a long sea passage and before arrival alongside, it is not unusual for the master and chief engineer to be up and performing duties in excess of twelve hours. For example, when entering the North American Emissions Control Area, the fuel switch must be monitored and so too must navigation, weather routing, traffic and customs forms properly entered. Elsewhere, the rest of the crew is preparing to fuel (bunker), checking cargo stability, set up for engine maintenance that cannot be done at sea, and/or preparing for stowage of stores. Beyond this, senior offi-

cers spend a large portion of their time culling and answering company e-mail, updating logs, and filling out various computer-based forms for the shipping company, all of which are considered work within the confines of IMO. These hours are not to be considered rest and need to be reflected in the work/rest hour log. Ideally, ship's officers would accurately track their hours and Port State Control could effectively mandate accurate safe manning goals.

The elimination of ship's pursers was done with the assumption that computers would make paper obsolete. In reality, this has been anything but the case. The burden of forms went from a few simple items, increasing to satisfy a list of regulatory acronyms that include but are not limited to, VGP, IAPP, ISPS, ENOA, OPA 90, Rest Logs and MARPOL. In practice, it is not unusual for a Master to spend most of his time in the office answering e-mails and filling out forms, with few interactions with the wheelhouse.

A tentative IMO resolution (FAL.5/Circ.3918; April 2013) that would facilitate e-acceptance of documents is helpful, but is not yet mandated. If enacted, this would allow Port State Control time to preview before boarding the ship and afford more time for other pursuits during the inspection process. Given the present scenario, PSC spends one to three hours going over ship paper certificates; time that could be better utilized on deck or in the engine room. Beyond this, it potentially reduces the amount of time necessary for the visit itself.

Addressing Safe Manning: Before it is too late

In the interest of a safer environment aboard ship, as of January 01, 2015, the ISM Code has been amended to reflect the MLC 2006 requirements for safe manning. This stipulates that a vessel shall be appropriately manned in order to encompass all aspects of maintaining safe operations on board. Separately, the Shipowners' Club, an international mutual insurance association, states, "The onus of assessment of safe manning for any vessel is on the company who oper-

ate it as it is privy to the actual facts of the prevailing operation. Therefore the company would be liable for not having made a proper assessment or for not reassessing a change in circumstance of the vessel."

In response, some companies have increased their complement; typically hiring an additional third watch officer (at a reduced pay scale) who relieves the chief mate of standing a watch. Still others will pay all of the overtime possible, as it is still cheaper than hiring another crewman since extra crew means everyone will make less money. In these cases, seafarers are not necessarily employed for experience, but for monetary concerns.

The typical watch system utilized aboard merchant ships over the course of the last century is the 'four hours on, eight hours off' schedule. The new MLC rest guidelines have prompted some operators to try other systems. The most prominent of these alternatives involves the so-called 'Swedish Watch' system, which employs a staggered modified schedule, except when transiting pilotage waters and mooring the ship. At this point, the shipmaster is still faced with upset rest periods performing common ship/shore/drill scenarios, especially if the ship remains minimally manned. For these situations, the employment of two third mates is probably the best answer, but universal acceptance of this is unlikely without regulatory enforcement.

Companies and regulators alike appear to have learned little from the mistakes of the past. Without a doubt, the term "overriding operational conditions" needs to be better defined when it comes to deciding what constitutes adequate rest and what does not. Since fatigue has been proven to be the cause of most accidents, the need to do this sooner rather than later is most important. Failing that, we need only ask: Who is going to be next and how bad will it be? ☆

This article first appeared in the Q1 2015 edition of Maritime Professional. Captain Jeff Cowan sailed aboard container ships as Master, capping a 35-year sea-going career.



Captain Cal Hunziker
IFSMA VP
#2457-R

41st IFSMA AGA in Chile

The 2015 IFSMA Annual General Assembly was held in Vina del Mar (Valparaiso) Chile, hosted by Nautilus Chile, from April 15 to 17. The first day was one of registration followed by a cruise of Valparaiso harbor onboard a volunteer rescue service RIB of Valparaiso's "Bote Salvavidas". Coincidentally, it was the 90th anniversary of the founding of the rescue service in Valparaiso, April 15, 1925. We also had a chance to make a short visit to a part of the Chilean Maritime Museum, housing the section on the volunteer rescue service. <http://www.south-america.cl/Chile/valparaiso/museo-maritimo-nacional.htm>

After a free evening, the real work of the event started the morning of the 16th.

IFSMA president Captain Hans Sande had to send his regrets at the last minute as his predecessor Captain Tore Gjestrum passed away a few days before and the funeral was the day Captain Sande had scheduled to fly to Chile. The meeting was chaired by IFSMA Deputy President Captain Willi Wittig. Thursday morning's meeting was the business end of the assembly. It included the General Secretary's report of activities during the proceeding year and an

overview of upcoming events and meetings that IFSMA is looking to attend. A proposed budget was reviewed, with questions and answers before passage. Following the budget vote, a presentation by the Turkish delegation was given outlining their proposal for hosting the 2016 AGA. Istanbul was approved and all are looking forward to attending.

Following lunch, papers were presented by delegates. Captain Juan Gamper, of Nautilus Chile, presented a paper on the dangers of multinational crews due to language and cultural differences. This led to a discussion on competency

lem. This began another discussion on having a single contact in a country for seeking permission for entry for a place of refuge. The Assembly agreed to move forward with this proposal.

Closing out the day was Captain Shigeru Kojima, Japanese Captains Association, presenting a training video: *Enhancing Competence of Inexperienced Navigating Officers*.

Thursday evening included a hosted dinner by Nautilus Chile for the delegates and their guests. The meal and company were exceptional, and the entertainment included a selection of regional Chilean songs and dances, enjoyed by all.

Friday again started out with papers: Captain Dominique Perrot, ACCOM presented *Returns, Questions and Interpretations of MLC 2006*. As there are some areas that are open to interpretation, the discussion centered around clearing up those grey areas. Captain Marcel van den Broek, Nautilus NL, presented *The Master's Burden*. This was followed by



an eye opening, at least for me, presentation by Captain/Dr. Tugsan Isiacik Colak of the Turkish Captains Assoc., titled *The Roll of Remote Sensing to Detect Oil Pollution*. Her presentation included pictures of vessels being tracked by satellite, planes, infrared cameras, and ground sensing radar. If you are out there, and you are putting something in the English language as required by STCW, and who on board should be required to speak English. His talk was followed by Captain Peter Turner of Canada, presenting a paper titled *Places of Refuge*. The emphasis was on 'places' rather than 'ports', as anchorages off the coast or in sheltered coves or bays might be sufficient to alleviate the prob-

lem. This began another discussion on having a single contact in a country for seeking permission for entry for a place of refuge. The Assembly agreed to move forward with this proposal.

the water, someone is watching, and you don't know from where. I was up next presenting *Master/Pilot Relationship – The Role of Both in Risk Management*. This garnered quite a bit of interest as I explained the differences between compulsory and volunteer pilotage, and the relationship between the pilot and the master in both situations. Before the lunch break, a drafting group consisting of Peter Turner, John Dickie, and myself, was appointed to write the resolutions to be adopted by the assembly in the afternoon.

Afternoon presentations included: *Proposal for SMCP Extension: Pilotage and Tug Assistance* by Willi Wittig, German Captains Society; followed by Dimitar Dimitrov, Bulgarian Ship Masters Assoc. presenting: *Modern Container Terminals and Results of the Round Table in SAR*. The final presentation was on *Shackleton vs. Pardo* by Nautilus Chile.

The drafting group then presented the following Resolutions:

1/2015 AGA Resolution:

The Delegates of the 41st AGA held in Vina del Mar on the 16 and 17th of April

Noted that shipping throughout the world employs multinational crews

Noted that delegates expressed concern that safety may be compromised due to a breakdown in communications in the work place including emergency situations

Recalled that a similar situation was alleged to have contributed to the Costa Concordia incident

Strongly recommends that seafarers command of English be commensurate with their responsibility and the language proficiency identified in STCW.

2/2015 AGA Resolution:

The Delegates of the 41st AGA held in Vina del Mar on the 16th and 17th of April

Noted at the 40th AGA (Referring to Resolution 1/2014), the delegates approved a resolution in support of places of refuge in respect of situations such as the MARITIME MAISE incident.

Recommend that Coastal States provide a single point of contact for situations involving vessels requesting a place of refuge.

3/2015 AGA Resolution:

The Delegates of the 41st AGA held in Vina del Mar on the 16th and 17th of April

Considering, for example, the delicate

situation in which the Chilean Merchant Marine has fallen in recent years, as a result of flagging out vessels,

Being aware that Chile, and some other flag states, that have not ratified the Maritime Labour Convention 2006 (MLC), leads to nonenforcement of these regulations by Chile and other Port State Control (PSC) authorities, as a result of which the requirements of the MLC are not applied, thereby reducing the aims of the MLC.

The delegates noted, with concern, the poor response of the regulatory bodies of these States, which impacts on safety and conditions on board ships of non-signatory states, urges Chile, and all other flagstates, to ratify MLC 2006. 🌐

Naval Vessels | Commercial Vessels
Coastal Surveillance | Oil Platforms | System Integrators

Our Solutions

- Will connect currently installed equipment and/or new equipment
- Display all sensor data on one screen
- Connect and share data between Ships, land, mobile and off-shore platforms
- Provide a composite track/s from all sensors

Over 800 installations worldwide use SSR.
Do You?

SSR



Membership Application

The Council of American Master Mariners, Inc.

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

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

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

Present Occupation:

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

Present USCG License:

| | | |
|------------------------|---------|-------------|
| Type: | Limit: | Expiration: |
| Pilotage Endorsements: | Limits: | |
| | | |
| | | |

Original USCG License:

| | |
|-----------------------------|----------------|
| Type: | Date Obtained: |
| Place/Institution obtained: | |

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

- R - Regular:**
 - (RU) Unlimited Master Mariner License and commanded vessels over 5,000 GRT on ocean voyages.
 - (RP) Senior or First Class Pilot with minimum of one year experience on vessels 20,000 GRT or more.
- S - Special:**
 - (S) Valid USCG Unlimited Master's license and has not commanded a vessel(s) over 5,000 GRT on voyages.
 - (SP) Second or Third Class Pilot on vessels less than 20,000 GRT.
 - (S16) Valid USCG 1600 ton Master's license and commanded a vessel or vessels on voyages.
 - (S5) Valid USCG 500 ton Master's License and commanded vessel or vessels on voyages.
- A - Associate Membership:** I am not a U.S.C.G. licensed Master Mariner or Pilot, but do have the following maritime affiliations:
 - Military Equivalent of Master Mariner.
 - Cadet: Student at a Maritime Institute.
 - Maritime Distinction: education, training, research, regulation or government.
 - U.S. water transportation company in an executive, administrative or operational capacity

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

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

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

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

Please return this application with a copy of your Master or Pilot's license with a \$100 check (\$60 annual dues + \$40 application fee) payable to: The Council of American Master Mariners, Inc. Mail to Liz Clark, CAMM Membership Chair, 3100 NE 48th Ct. Apt #214, Lighthouse Point, FL 33064-7159.

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

Signature: _____ Date: _____
Sponsored/Referred by: _____



Job security can be hard to find **UNLESS YOU WORK AT MSC**

MSC careers are some of the best in the maritime industry. That's because we combine job security with hands-on training and advancement opportunities. This combination will take your career further, faster than you thought possible. When you include federal benefits, paid leave, a flexible career path and the camaraderie that comes with life at sea ... now you have a career worth keeping. Learn more about our mission and the careers it takes to complete it by contacting a recruiter today. Take Command of Your Career.®

www.sealiftcommand.com 1-877-JOBS-MSC (562-7672) info@sealiftcommand.com



*MSC is an equal opportunity employer
and a drug-free workplace.*



**MILITARY
SEALIFT
COMMAND**

Take Command of Your Career®

Law offices of
TABAK, MELLUSI & SHISHA LLP
Admiralty and Maritime Law Offices



Maritime Personal Injury & Jones Act
Cruise Ship Claims
Longshore Workers Comp Act
Coast Guard
NTSB Hearings
Defense Base Act

TABAK, MELLUSI & SHISHA LLP
Admiralty and Maritime Law Offices

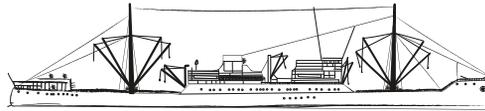
29 Broadway Suite 2311
New York, NY 10006-3212

212-962-1590
1-800-962-1590

www.DefenseBaseTeam.com
www.SeaLawyers.com

Ralph J. Mellusi Esq.

Jacob Shisha Esq.



R. J. MELLUSI & COMPANY

29 Broadway Suite 2311
New York, NY 10006-3212

212-962-1590
1-800-962-1590

www.MarineLicenseInsurance.com

NEW **New Coverage!**
For Licensed and Unlicensed Mariners
Disability Insurance for Mariners

MOPS Agent
License Insurance for
Pilots, Masters, and Engineers



Your License is your Living — Insure It!