



Sidelights

Fall 2009

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Short Sea Shipping e-Navigation



**Pilot-Captain relationship changed
Captains expected not to make mistakes
Is complacency new problem?**

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.

In This Issue



View From the Bridge 3

President Captain Cal Hunziker yet again speaks out on unfair criminalization from countries who see captains (and crew) as easy targets. He urges industry leaders and organizations to band together to put an end to this once and for all.



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

PUBLICATION DEADLINES

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

ON THE COVER

The *MV ROBERT* traverses the Kiel Channel in Northern Germany. Short-sea shipping is widely practiced across Europe. Photo: Tom Bradley.



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Criminalization of Seafarers – Will it never end?



Captain Cal Hunziker,
CAMM National
President

How many times do we have to say “here we go again”, before action is taken on a world-wide effort to stop the criminalization of seafarers? The Council of American Master Mariners

the Philippines. The second officer and sailor are being charged for not coming to the aid of the vessel they allegedly struck, all this on the thin evidence that the VLCC was “in the vicinity” of where the fishing vessel went down.

I, as well as you, read monthly the reports on projected shortages of officers and crews for international shipping. How will incidents such as these help in recruiting willing young people to go to sea. It is already hard enough to convince this new generation to go through the hardships of a long separation from family and friends. And now present them with the added pressure of being snatched off the high seas by a local government, charged with a crime they have no knowledge of, and with no apparent hard evidence to back up the charges. Then tell them that they’ll be forced to sit either in jail or under house arrest for months on end, and in most cases without access to contact to loved ones at home, before being put on trial. I can just see the recruiting poster now:

Come join the XYZ shipping company!

Sign on for a year and we’ll guarantee you three meals a day and a place to sleep.

Of course we will try and keep you out of the hands of pirates who want our money in return for you, and governments who want to throw you in jail for working on board our vessels.

But, don’t worry!

You will get paid only a little more than what you could be making back home, and, **you’ll be able to see the world** (from the ship, because most countries won’t let you ashore).

What an enticement that would be for a young person looking for a job.

If these were cases of genuine gross neglect, there might be some merit to these arrests. But, there isn’t!! And that is the disturbing thing. Even in today’s society of international law, and international law enforcement, countries still consider ships and their crews to be vagabonds, no better than the vagrant sleeping on the park bench. Unless the entire maritime community joins together to combat this attitude, we will continue to see international commerce, and the lives and livelihood of those that make it work deteriorate.

Enough is enough!! It is time for the international maritime community to put down their differences, distrusts, and dislikes, and band together to battle this growing problem. Intertanko, IFSMA, the Hong Kong Ship Owners Association (HKSOA), the European Community Shipowners’ Association (ECSA) and other ship owners’ associations, as well as the unions and representatives of seafarers and officers both internationally and nationally, and local groups, such as CAMM, need to present a united front, to combat this abuse of seafarers.

CAMM is inviting the maritime community to start a joint dialog on criminalization. We need a central reporting entity, where news and updates can be disseminated to each organization, keeping them informed as to incidents and the progress to free wrongly imprisoned seafarers.

If we continue to operate, each on our own, taking care of our own, we will lose the battle. Together, we can bring enough pressure on the international community and individual countries to stop this trend in its tracks.

Cal Hunziker
Captain Cal Hunziker

(CAMM) has held and continues to hold a position against the criminalization of shipmasters since 2001. Captain Wolfgang Schröder of the container ship *ZIM MEXICO* was arrested, tried, and freed of manslaughter charges in the U.S. Captain Kristo Laptalo of the *CORAL SEA* was arrested, tried, and freed of drug smuggling charges in Greece. Captain Jasprit Chawla and Chief Mate Syam Chetan know as the “*HEBEI SPIRIT Two*”, were arrested, tried and freed at last for oil pollution in Korea. Now we have the Captain, Second Officer and a sailor of Panamanian flagged Oil Tanker *TOSA* that have been held captive in Taiwan since mid April for an alleged collision, capsizing and subsequent drowning of two fishermen from a Taiwanese fishing vessel in international waters. All three seafarers are to go on trial on August 20th on the charges of involuntary manslaughter, even though there is strong evidence that the *TOSA* was more than an hour away from the scene at the time of the capsizing.

The captain of the *TOSA*, Glen Patrick Aroza, is an Indian citizen and according to news reports, the Indian government has taken a “wait and see” approach to his imprisonment. The second officer is from Bangladesh and the seaman from



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Palm Harbor, FL 34683-3701

North Pacific Region

SEATTLE / PACIFIC NORTHWEST

Captain Richard Klein, President

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

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COLUMBIA RIVER

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

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Castle Rock, WA 98611

South Pacific Region

LOS ANGELES / LONG BEACH

Captain David Boatner, President

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

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SAN FRANCISCO BAY AREA

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BALTIMORE / WASHINGTON

Chapter Inactive

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

NORFOLK / HAMPTON ROADS / TIDEWATER

Chapter Inactive

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

Gulf Region

NEW ORLEANS

Captain Karl Jaskierny, President

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

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River Ridge, LA 70123-2048

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Captain Jerry Miller, President

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captmiller@mastermariner.org

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

Mailing Address: 4344 Langley Ave.
Apt. D 123, Pensacola, FL 32504

HOUSTON

Captain Jack Lane, President

409-744-2445
captlane@mastermariner.org

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

Mailing Address:

8150 South Loop East, Suite 207
Houston, TX 77017



Secretary's Report

Submitted by Captain Don Moore, Jr.

It is time to begin the nomination process for the CAMM National Officers and Regional Vice Presidents who will be elected at the AGM in Tampa, Florida in the spring of 2010.

A nominating committee, consisting of at least one member of each chapter, must be formed by November 1st, 2009. The President of CAMM will appoint a Committee Chairman from this list.

A Regular Member of the Council may be nominated for National Office in one of two ways.

(1) He can be nominated and presented to the National Secretary/Treasurer via the elected Nominating Committee.

(2) He or she can submit a Declaration of Candidacy endorsed by 50 members in good standing.

The nomination list and/or Declaration of Candidacy must be received by the National Secretary/Treasurer in time to be printed on a paper ballot card and mailed to the general membership 60 days prior to the start of the Annual General Meeting.

Ballot cards will be mailed members in good standing by mid-January 2010.

I urge the chapters to begin the process by electing a member to sit on the Nominating Committee. I also urge any Regular Member in good standing, who wishes to run for office, to begin soliciting supporters so that a qualified Declaration of Candidacy can be submitted on time.

If there are any questions please contact me via e-mail at captmoore@mastermariner.org or Capt. Cal Hunziker via email or by postal mail.

Sidelights Committee

Submitted by Capt. Tom Bradley, Chair

Look to see some changes coming soon to *Sidelights*. We're implementing plans to increase the quality of *Sidelights* while

at the same time reducing overall cost. Our circulation in Europe is increasing; we've added a section for IFMSA; they are our voice in the IMO. We've invited Masters organizations from different parts of the world to submit articles; our industry is truly global and we do share many of the same experiences and concerns. With more international readers, and increased readership, we need more submissions!

We would like to start a section "Our Past Histories" and invite retired members to reflect on their beginnings as a seafarer with tall tales and lessons learned. (This won't work unless we receive your submission.)

We gladly accept (and sometimes beg & twist arms to receive) submissions from members. We'd like to hear your ideas for regular columns, features, topics, etc.. that you would like to read about. Submissions and ideas can be emailed to sidelights@mastermariner.org or postal mailed. Follow the *Sidelights* links on our website for general submission guidelines and article lengths.

LOST ICP-10 Conference

submitted by Capt. George Preville, #805-R

On behalf of CAMM, I met Captain Rodger MacDonald from ISFMA at the United Nations in NYC June 17, 18 & 19, 2009 for the tenth meeting of the UN Open-ended Informal Consultative Process on Oceans and the Law of the Sea (ICP-10 or Consultative Process). The meeting brought together over 350 representatives from governments, inter-governmental organizations, non-governmental organizations and academic institutions.

Capt. MacDonald and I attended all the meetings and events jointly.

During the meeting, plenary sessions were held on Wednesday, Thursday and Friday to address: the implementation of the outcomes of the Consultative Process,

including a review of its achievements and shortcomings in its first nine years; issues that could benefit from attention in the future work of the General Assembly on oceans and the law of the sea; and consideration of the outcome of the meeting. The Secretary-General's report on "Oceans and the Law of the Sea" (A/64/66) provided the basis for discussion.

The discussion panel on the implementation of the outcomes of the Consultative Process, including a review of its achievements and shortcomings in its first nine years met on Wednesday and Thursday to consider the ICP's: mandate, objectives and role; outcomes and their implementation; and format and methods of work.

Following the plenary discussions on Friday, Co-Chairs Amb. Paul Badji (Senegal) and Amb. Don MacKay (New Zealand) drafted and distributed a Co-Chairs' summary report for consideration. Co-Chair Badji emphasized that the report was not designed to serve as recommended elements for the General Assembly, but a summary of plenary and panel discussions on the ICP's: mandate, objective and role; outcomes and their implementation; format and methods of work; and issues that could benefit from future attention. After delegates suggested minor amendments to the report, and with no objections concerning its overall substance, delegates were able to forward the summary of ICP-10's discussions to the General Assembly for consideration at its 64th session under the agenda item, "Oceans and the law of the sea."

A good daily summary of the meetings were published and handed out in the form of Earth Negotiations Bulletins #1, #2 & #3 covering the three days. A final bulletin known as ICP-10 ENB Summary & Analysis: is now available online at: <http://www.iisd.ca/oceans/icp10/>. They

Continued on next page >>>

Council >>>Continued from page 5

did a good job of recording the entire proceedings in acceptable detail.

Seattle / PNW

Submitted by Captain Douglas Subcleff Secretary, Seattle Chapter

On June 4th, Seattle Chapter members and their guests went on a field trip to the Joint Harbor Operations Center, Puget Sound (JHOC) located at the USCG Sector Seattle facility, Pier 36. This visit was at the invitation of Captain of the Port, Captain Suzanne Englebert. She had been the guest speaker at our February meeting earlier in the year.

Prior to the tour of the Operations Center, the tour group of 17 had lunch in the Coast Guard dining hall, followed by a brief business meeting led by Chapter President Captain Richard Klein and some welcoming remarks from USCG Sector Seattle Deputy Commander, Cdr. Leonard Tumbarello.

After a check-in of personal cell phones and cameras for security reasons, we were then escorted to the Communications Center. This state of the art facility consists of a number of computer workstations with various agencies represented including: USCG, Navy, Washington State Patrol, Customs and

Border Protection, Homeland Security, and State and Local first responders. The goal here is to achieve better communication and cooperation between all of these agencies to better facilitate planning, monitoring, and response to natural disasters, accidents or deliberate attacks that would affect ships, craft or waterfront infrastructure within Puget Sound.

The tour concluded at the Vessel Traffic Center, another large room on the same floor. We were allowed to move about the different work stations, observe and ask questions of the watchstanders who are on a 12-hour shift schedule. The technology being utilized is quite impressive, including radar and live camera coverage in some areas. One of the questions from the tour group was about the cross-border communications that is required when vessels transit Canadian waters. This tour was a great opportunity for a behind the scenes look at this unique high-tech facility that opened in 2007.

Our July meeting featured associate member Ms. Lyn McClelland with a presentation about the US Coast Guard Auxiliary. You can read about her presentation on page 19.

We had a total of 14 in attendance at

the August 6th meeting held at Rocksalt restaurant. The agenda for this meeting included a vote on the Chapter Officer slate proposed for the next term. Nominations Chairman Captain Georg Pedersen conducted the voting process that was approved with a show of hands. The re-elected officers will be: President Captain Richard Klein, Vice-President Captain Chuck Lund, Treasurer Captain Donald Moore and Secretary Captain Doug Subcleff.

National President Captain Cal Hunziker attended this meeting and provided us with a few updates about the National budget situation. He said that the Board of Governors would appreciate any cost-saving ideas from the membership.

Captain Klein then discussed the planning for the golf tournament and said that many of the sponsors from last year have already signed up. On September 3rd, the Chapter will be hosting the Second Annual Charity Golf Tournament. Proceeds will go to benefit the Youth Maritime Training Association (YMTA) in Ballard. More information about this can be found on CAMM website at: www.mastermariner.org.

New Members

- 2398-R Captain *Michael Miller* of Lake Charles, LA
Welcomed back to Active Status
Sponsored by Captain Don Moore, Jr., #1513-L
- 3065-RP Captain *Edmund Marmol* of Anacortes, WA
Upgraded status from Special to Regular Pilot
Sponsored by Captain Cal Hunziker, #2457-R
- 3257-S Captain *Charles P. Reina* of Thonotosassa, FL
Sponsored by Captain Don Mercereau, #2590-RP
- 3258-S Captain *Jeremy C. Allen* of Cutchogue, NY
Active Chief Mate, Sealift, Inc.
Sponsored by Captain Elizabeth Clark #997-L
- 3259-S Captain *Edward B. Newman* of Tampa, FL
Chief Mate via MMP Union Hall
Sponsored by Captain D. Scott Putty #2448-R
- 3260-S Captain *Darin L. Huggins* of Beaumont, TX
Active Chief Mate, Maersk Line
Sponsored by Captain Elizabeth Clark #997-L
- 3267-R Captain *Christopher J. Farrell*, of Gig Harbor, WA
Active Master of S/S OCEAN PHOENIX
Sponsored by Captain Elizabeth Clark #997-L

The following Captains are active 1st Class Pilots, Columbia River Bar Pilots Association

- Sponsored by Captain Daniel Jordan # 2698-R
Co-sponsored by Capt. Tom Bradley, #1966-R
- 3261-R Captain *Phillip A. Matteo* of Chinook, WA
- 3262-R Captain *Robert W. Johnson* of Astoria, OR
- 3263-R Captain *George A. Waer* of Astoria, OR
- 3264-R Captain *Barry Barrett* of Astoria, OR
- 3265-R Captain *William A. Worth* of Chelan, WA
- 3266-R Captain *Curtis G. Nehring* of Chinook, WA

Triple our Membership Drive

We need new, younger members to keep the legacy and work of CAMM going! **Sponsor 3 approved new members and be eligible to earn a free year's membership dues!** Ask your Chapter President for more details. Membership applications are available online at www.mastermariner.org or request one from Capt. Liz Clark.



CROSS'D THE FINAL BAR

Columbia River

On break for the summer; meetings will resume on Friday, September 11, 2009 at the Red Lion at the Quay in Vancouver, WA.

Houston

submitted by Captain Wayne Farthing

Due to low turnout, it is no longer feasible to rent the room at Brady's Landing. As of time of printing, we have yet to confirm a new location and/or date. Please contact Capt Wayne Farthing at 281-487-4649 or email captfarthing@mastermariner.org. We'll try to get it posted on the website as soon as we have a location.

Tampa Bay

excerpted from Tampa's CAMMLetter

Before breaking for the summer, our chapter elected officers for 2009-10 as follows: President: Capt. David H. Williams; Shore-Side V.P.: Capt. Robert L. Holden; Sea-Going V.P.: Capt. Gerard P. Carroll; Secretary: Capt Ronald J. Meiczinger; and Treasurer: Capt. Donald M. Mercereau.

At our June meeting we confirmed the dates and location for the 2010 CAMM National AGM; the selection of the Hilton Tampa Airport Westshore Hotel on North Lois Avenue was approved as the meeting site. The dates are April 21st to 23rd, 2010. Group rates start at \$99/night; hotel booking information is now on the CAMM website. Chapter members are in the process of booking speakers, arranging activities for attending wives, and a dinner on Thursday evening. Once details are firmed up, registration details will be made available via *Sidelights* and www.mastermariner.org.

We are pleased to welcome the newest member of our chapter, Edward Barrett Newman.

In June, we honored charter member Capt. Gerard P. Carroll as part of our "This is your Captain" series in our chapter newsletter.

Chapter meetings will resume in the fall; the next meeting will be Tuesday October 13th. ☆



CAPTAIN RAYMOND EISENBERG # 119-L (1908 TO 2008)

by Captain Donald Moore, Jr., #1513-L

It is with great sadness that we report that our mentor, colleague, and friend, Captain Ray Eisenberg, crossed the Final Bar at 1400 hours on Saturday 16 May 2009. Captain Ray lived a long and very successful life. He was 100 years old last December and his gala birthday celebration was celebrated at the place of his many accomplishments, The United States Merchant Marine Academy.

Captain Eisenberg was more than just a Master Mariner. He was a Naval Officer in the SEABEES, he was a founder, teacher, and mentor to generations of Cadets at the United States Merchant Marine Academy, and he was instrumental in starting the fledgling Council of American Master Mariners. He also was editor of maritime publications like the *Lookout* (Pennsylvania Schoolship

Magazine), and *Sidelights* (Council of American Master Mariners). For his service to maritime industry, he received many awards. Most notably, the Bronze Medallion for the Legion of Honor for the Chapel of the Four Chaplains, and the *LaLonde Spirit of The Seas Award* given by the Council of American Master Mariners. He was the second mariner to receive this prestigious award after its namesake, Captain-Father Maurice Lalonde.

Details of Captain Eisenberg's brilliant career can be found in the Spring 2009 edition of our magazine, *Sidelights*.

Captain Eisenberg is survived by his daughter Vivian.

A Memorial Service will be held on Saturday 26 September 2009 at 1100 hours at the Mariners Memorial Chapel on board the Campus of the United States Merchant Marine Academy, Kings Point, New York. ☆

Who will you nominate for The Lalonde Spirit of the Seas Award?

Submitted by Capt. Robert Phillips, Lalonde Award Review Committee Chair

Nominations for the 2010 Lalonde "Spirit of the Seas" award are now open. Nomination forms are available from chapter presidents and regional vice presidents and on the CAMM website. Completed nomination forms MUST be returned to me by U.S. mail and MUST be postmarked by January 20, 2010 to be considered for this prestigious award. The 2010 award will be presented at the 2010 AGM in Tampa on April 23, 2010.

Nominations are open to any member, living or deceased, for humanitarianism, professionalism, seamanship, life-time achievement and noteworthy accomplishments, along with contributions to the maritime industry and the 'Spirit of the Seas' in their every day lives. An eli-

gible nominee may be a member in any category of the CAMM National organization in good standing (who is/was current in their dues to CAMM National and to their local chapter, if they were also chapter members). Individuals must be nominated by a CAMM member in good standing with the National Organization.

Mail your nominations, along with all supporting documents, to me by January 20, 2010 at :

Capt. Robert Phillips, Chair
LalondeAward Review Committee
319 Midway Drive
River Ridge LA 70123-2023





Membership Application

The Council of American Master Mariners, Inc.

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

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

	Home	Business
Address		
City, State, Zip		
Email		

Present Occupation:

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

Present USCG License:

Type:	Limit:	Expiration:
Pilotage Endorsements:	Limits:	

Original USCG License:

Type:	Date Obtained:
Place/Institution obtained:	

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

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

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

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

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

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

Please return this application with a copy of your Master or Pilot's license with a \$100 check (\$60 annual dues + \$40 application fee) payable to: The Council of American Master Mariners, Inc. Mail to Liz Clark, CAMM Membership Chair, 2231 NE 46th St, Lighthouse Point, FL 33064-7252.

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

Signature: _____ Date: _____

Sponsored/Referred by: _____



The Nautical Mile and the Kilometer

In response to Captain Turner's corrections to my comments on the use of the meter in navigational calculations vice the nautical mile. Without repeating the previous, I submit the following comments.

The British, Canadians, Australians and the Americans sometimes spell and phrase things differently. That does not mean they are wrong. I also hit the wrong key on the keyboard occasionally and fail to note the error, and I have been know to miss spell words from time to time. But I do not think that my spelling of Kilometer is one of them. Kilometer meaning one thousand meters.

Captain Turner is quite correct in that the earth is not a perfect sphere. All of the numbers for length of degrees of Latitude and Longitude are available in both Nautical Miles, Statute Miles and Metric in table six of The American Practical Navigator (Bowditch). We all know that the earth is not a perfect sphere, but for celestial navigation purposes, since calculations are made in spherical trigonometry it must be considered one. One can not use a different amount for each degree of latitude. That standard has been 6080 feet in a nautical mile when I first became a cadet at the US Merchant Marine Academy in 1942 until now, and I am sure for many years before that.

In addition, every ten years during the International Geophysical year the circumference of the earth is recalculated. Each time the amounts differ which would require all new calculations if they were taken into consideration. They have never been considered significant enough to do so.

But this is all beside the point. When calculating the distance between ports by great circle it does not matter whether one is using the formulas in Bowditch, the formula to use a scientific calculator or a Japanese navigational calculator. The answer received is in degrees and minutes. The degrees are multiplied by 60 and the minutes added to obtain the distance in nautical miles. Not Kilometers. There are conversion factors, but the only accurate way I know to convert nautical miles to kilometers is to multiply the nautical miles by the number of feet in a nautical mile, then divide by the number of feet in a kilometer.

If Captain Turner knows a formula to do these navigational calculations in the metric system I would appreciate him furthering my education by passing it to me.

To measure short distances on Mercator projection charts one only has to use a pair of dividers and the scale on the side of the chart. The answer again is in nautical miles, not kilometers. Depths on charts can be converted from fathoms to meters, but what is the advantage gained in doing so?

The scientists at the Royal Observatory in Greenwich, England created latitude hundreds of years ago. In 1637 when my ancestors sailed from Plymouth, England to Salem Massachusetts on the annual supply ship the SS *MARYANNE* (Captain William Goose, Master) the navigational system used was to sail to the latitude of the destination then continue west on that parallel until Salem was reached.

Then in 1801 English scientists at the Royal observatory in Greenwich, England created the system of longitude. It was upgraded in 1851. In 1884 US President Chester Arthur requested a conference on longitude by all of the major maritime nations. The English system was accepted by all of the maritime nations except the French, who wanted to use their own. The French finally accepted the English system more than twenty years later.

In short, mariners have had a successful navigational system of mathematics using the nautical mile for about two hundred years. How would switching to the Metric System be an improvement? What advantages can be gained?

Present day Mariners have become addicted to the various systems of electronic navigation, but the satellites of the GPS system are decaying and errors are expected to reach significant amounts by the end of next year (2010) if not corrected. Will the present administration be willing to spend that much money? President Obama has announced he is phasing out Loran Charlie to save the \$53 million per year it costs to maintain the system. All that would remain is eLoran. Sextants and chronometers could become necessary again.

About ten years ago the European Union vowed to create their own electronic system similar to GPS (Galileo) because they did not want to be tied in to a system operated by the U.S. Military, but so far nothing has been accomplished

It must have cost Canada a great deal of money to replace all of the Highway signs from statute miles to kilometers. I am sure American taxpayers would not want to pay the huge amount of money it would cost to replace all of the highway mileage signs in the U.S.

The nautical mile is still based on the planet on which we live. The Metric system is based on a bar of platinum kept in the basement of a government building in Paris.

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

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BRM, technology and reduced visibility

by Captain
Michael Rubino
Chief Pilot,
Port of Los Angeles

deeds add to the perception of an adventurous and exciting life.

In fact, today's professional mariner is inundated with an ever-increasing mountain of paperwork, rules and regulations that quickly remove any romantic notions of adventure on the high seas. As a professional mariner, and pilot for more than 30 years, I have witnessed the environment on the bridge shift from that of an authoritarian nature to the bridge resource management (BRM) concept. Unquestionably, while the captain is still in charge and responsible for every action of the bridge team, today he is acting more as a manager than the autocratic master of years gone by.

Recently I had an opportunity to apply BRM training coupled with ECDIS AIS/GPS technology during a ship move in reduced visibility in Los Angeles Harbor. After arriving aboard the ship, I conducted the routine pilot/master briefing with the master exchanging the details of the passage. We exchanged and documented information such as ship particulars, tug placement, expected traffic; tides, weather, channel clearances etc. Usual practices - nothing extraordinary. However, as we finished and were making preparations to get underway, the fog that had been lingering outside the breakwater descended on our location, reducing visibility to about 100 feet.

Suddenly the best-laid plans had a new wrinkle: to move or not to move, that was the question. Since we were made fast to the dock, there was no sense of urgency to initiate the move and the master and I discussed his options. Stay alongside and wait for the fog to lift

The maritime industry has a rich and somewhat colorful history. Tales of daunting feats of seamanship, survival and heroic

or utilize our knowledge, experience, expertise, BRM training and technology to initiate the transit. Last year's incident aboard the *COSCO BUSAN* made this discussion even more compelling and I could sense that this was on the master's mind. So let's examine the process that led to his decision.

Evaluate and understand

The Los Angeles pilots have conducted training and employed 'Standards of Care and Conduct of Safety' that have been developed with industry input. The Los Angeles/Long Beach Harbor Safety Committee (HSC) has, for nearly two decades, convened for the purpose of increasing safety standards and establishing communication with the stakeholders of the ports.

One of the Standards of Care established by the HSC pertains to vessel movements in reduced visibility and equivalent levels of safety employed before a vessel commences a move in reduced visibility. In part the section states, the "*vessel has a shore based radar immediately available to assist the vessel, and a positive evaluation shall be made by the master and pilot (if employed) of the maneuvering characteristics of the vessel, the quality of the vessel's radar and navigation systems, the availability of carry-on enhanced navigational tools such as the ARINC 'PilotMate' and Marimetech 'E-Sea Fix System' and others, the vessel's size and draught in relation to the area to be transited; the quality of the vessel's bridge team and special circumstances to be encountered, such as dredging projects, obstructions.*" (Quotation from LA/LB Harbor Safety Plan, section XVJJJ, Reduced Visibility Standards of Care.) These standards are incorporated in conjunction with one-way traffic management from the pilot station VTS.

Masters and pilots

Of course the master was not as interested in the development of the HSC as he was in the 'PilotMate' unit I had set

up on the port rail and the real time GPS display of his vessel on the laptop computer. I demonstrated the accuracy and capability of the unit as well as a contingency plan in case the unit failed. He became less apprehensive as he understood the safeguards and levels of safety we would employ to ensure a smooth transit.

Ultimately, the word was passed to sail and the lines were cast off. With the appropriate fog' signals sounding, we began our transit from the west basin into the main turning basin, out of the main channel to sea. The technology performed flawlessly, much like bridge simulation training except that this was the real deal. The bridge team was keenly focused and the information from redundant sources of navigation equipment input was checked and re-checked throughout the transit. The result was a safe transit of a 275 m LOA vessel through a narrow waterway in reduced visibility.

Plan for the future

Some feel uncomfortable with the idea of moving ships in reduced visibility. As with most new developments in technology there will surely be the naysayers who say it couldn't, or shouldn't, be done. In the early days of flight, instrument flying was considered a dangerous and reckless idea, but visionaries, who understood that safety would be enhanced by accurate and reliable instruments, pioneered the development of instrument flying in reduced visibility. No piece of equipment is foolproof, but with increased education, recurrent training, enhanced AIS/GPS and navigation capabilities, shipmasters (and pilots) can use state-of-the-art equipment to navigate safely in reduced visibility without absolute control from a shorebased facility.

The challenge has been presented; it's up to leader's in the maritime industry to pave the way for cutting-edge technology and future safer waterways. ☆

e-navigation: Coming Soon to the Oceans Near You

by Captain
Robert G. Moore

After several years of at-sea use, AIS transponders should now be as familiar to the modern master as radar. With increased experience, mariners the world over are coming to appreciate a whole host of commercial applications for the technology. It is so much more than simply a collision avoidance tool.

As end-users, shipping lines and port and waterways operators begin to realize the full potential of AIS as a more complex aid to the mariner, a new discipline has emerged which will allow the maritime industry to make fuller use of the data generated by the AIS transponder, as well as integration of other technological tools such as ECDIS, GMDSS, NAVTEX, GPS and eLoran into an integrated system of data collection and distribution.

This integration of technologies into more efficient vessel, fleet and waterways management techniques has come to be known as e-navigation.

The International Maritime Organization defines e-navigation as:

"... the harmonized collection, integration, exchange, presentation

and analysis of marine information onboard and ashore by electronic means to enhance berth to berth navigation and related services for safety and security at sea and protection of the marine environment."

Simplistically, e-navigation consists of two major elements.

- 1) The integration of shipboard navigational and ship control equipment into a system providing unambiguous information to the mariner, in a form immediately useful for decision making to improve maritime safety.
- 2) The development of a shore-based infrastructure which provides needed data to the shipboard portion of the system, and which collects, collates and distributes data generated by shipborne equipment for use by public and private entities ashore to support maritime safety, security, and stewardship.

The global maritime community has already installed several fully implemented or nearly fully implemented system-wide applications of e-navigation technology, most notably in the Rhine-Danube River Information System and management of the Baltic Sea envi-

ronmental stewardship by the Helsinki Commission. These European agencies are using e-navigation technology to efficiently manage vessels over a much larger geographic area than was previously possible. Expanding the AIS-related system from vessel monitoring and collision avoidance to the realm of waterways management and environmental stewardship has proven efficient—and cost effective.

To date, infrastructure efforts have focused largely on safety-of-navigation in the area of international shipboard equipment and competency requirements, development and standardization of nautical electronic charts and systems for providing real-time hydrographic data.

Even with proven successes like those described above, the Infrastructure development needed to implement e-navigation around the world is progressing unevenly from region to region.

Before global application of e-navigation becomes universal, there remain political, legislative and legal barriers to standardization of data formats and protocols necessary for true 'global' acceptance and implementation.

However, given the enormous bureau-

Continued on page 14>>>

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Industry leaders say 'now is the time' for Short Sea



by Will Watson
#3256-A

Despite the flagging economy, maritime industry leaders continue to voice strong support for a viable Short Sea system in the United States. Just last month, a panel of insiders

regaled the Washington, DC port of the Propeller Club with calls for Congress to move forward with the Marine Highway concept that all agree must be part of a forward-thinking transportation plan for America.

Organized and chaired by former Maritime Administrator Sean Connaughton, who during his term was a strong advocate for the Marine Highway, advocates pointed squarely at Congress and the US Department of Transportation as needing to move the plan forward. Connaughton, now an executive with the American Bureau of Shipping, said that now is the perfect time to move forward with short sea.

He said that environmental benefits coupled with reduced highway congestion and the creation of hundreds, if not thousands of new jobs make the plan a win-win. Kevin Mack, VP of business development with Columbia Coastal Transport, said that there is presently capacity to move a minimum of 300,000 containers annually utilizing the type of tug and barge system his company already utilizes. He said that if fully in operation, such a system could translate into more than 4,000 jobs and \$230M in revenues.

Thomas J. Johnson, VP of marketing with Dixie Offshore Transportation Co. – a division of Kirby Corp. – agreed that Short Sea is a great concept but said that internal studies have found that the support isn't there yet to make the scheme viable. He takes a different view from Mr. Mack and voiced support for an integrated tug-barge system with using double deck barges to move cargo along the Eastern Seaboard.

He said the cost benefit analysis contained in the proprietary and not publicly released study showed that trucking companies were cool to the program. One reason might be that the system advertises itself as a means of remov-



PHOTO COURTESY OF THE COLUMBIA GROUP

The barge *COLUMBIA ELIZABETH* is an example of a tug-barge system to move cargo from port-to-port.

ing trucks from congested highways. Curtis Whalen, appearing on behalf of the American Trucking Association, said that goal, combined with calls for tax credits to lure cargo from trucks to barges, has met with an icy reception in the trucking industry. "You might moderate or mitigate some growth in truck volume but you'll never take trucks off the road," he told the audience. "This plan just won't have the impact on congestion that is suggested."

He explained that even if cargo is transported from port to port aboard barges, it still has to be moved by truck to its final destination. All agreed that a

comprehensive transportation strategy is needed in the US and that the maritime sector must be a part of it.

It's all about the HMT

One other point of universal agreement is that the single biggest stumbling block to a workable Short Sea system is the repetitive Harbor Maintenance Tax that is charged to containers every time they enter a port. Marine Highway advocates agree that a single HMT assessment when a box enters the US is appropriate but they argue that hitting a box with an HMT every time it touches land at a subsequent port is a poison pill for short sea. They stress that removing the subsequent assessment wouldn't cost any existing tax dollars since there's so little containerized cargo moving between domestic ports by water.

Advocates also believe that Marine Highway participants should be offered tax credits and carbon emission credits to help investors justify start-up costs for the Marine Highway. And while several companies are eager to move forward with Short Sea programs, they say that

the currently depressed domestic cargo market (they agree that water transport is off by 20% to 30%) and the banking crisis have stifled financing prospects.

But all that said, the general consensus at the meeting is that Short Sea shipping is an idea whose time has come in the US and a belief that the maritime community must speak with "a single voice" to support the program. ☆

Will Watson is Deputy Director, Marketing & Communications with International Registries, Inc.



US downgraded to "Grey List"

Paris MoU announced new targeting lists

Official Press Release

Paris MoU on Port State Control

Submitted by Capt. Klaus Niem, #2167-R

At its 42nd meeting last month, the Paris MoU Committee approved the 2008 inspection results and adopted new performance lists for flag States and Recognized Organizations. These lists will take effect from 1 July 2009.

The "Black List" for 2009 contains 21 flag States, two more than last year. The 2009 "White List" includes 41 flag States, three more than last year.

A "hard core" of flag States remain on the "Black List". Most of the flags that were considered "very high risk" in 2008 have retained this ranking. The poorest performing flags are still Democratic People's Republic of Korea, Bolivia and Albania. New on the "Black List" are Libya, Moldova and Dominica.

Flags with an average performance are

shown on the "Grey List". Their appearance on this list may act as an incentive to improve and move to the "White List". At the same time flags at the lower end of the "Grey List" should be careful not to neglect control over their ships and risk ending up on the "Black List" next year.

Lithuania, Turkey and Japan moved up from "Grey" to "White". Iran and the United States moved down from "White" to "Grey".

The "White List" represents quality flags with a consistently low detention record. Bermuda (UK), France, and the United Kingdom are placed highest in terms of performance.

A flag's ranking is taken into account when targeting ships for inspection and ships flying flags listed on the "Black list" are liable for banning from the region after multiple detentions.

The Paris MoU also agreed on the

performance listing of Recognized Organizations (ROs). These organizations have been delegated with statutory responsibilities by flag States. This table uses the same method of calculation as the flag State table but counts only those detentions, which the Paris MoU considers to be directly related to a statutory survey carried out by the recognized organization.

Det Norske Veritas, Germanischer Lloyd and Registro Italiano Navale are the highest performing ROs (same order as on 2008 list).

Register of Shipping (Albania), Korea Classification Society (Korea, DPR), Bulgarski Koraben Registar and International Register of Shipping (USA) have shown very low performance.

More information can be found in the 2008 Annual Report, which will be released in July 2009. ☆

The EU LRIT Data Centre is in production

Official Press Release

European Maritime Safety Agency

Submitted by Capt. Klaus Niem, #2167-R

As from 1 June 2009, the European Union Long Range Identification and Tracking of ships Data Centre (EU LRIT DC) entered in production following successful developmental testing. This is a milestone following a preparatory phase of a year-and-a-half of development work by the European Maritime Safety Agency and its main contractor – Collecte Localisation Satellite (CLS). By the entry into operation of the EU LRIT DC, the participating Contracting Governments meet the international deadline for providing LRIT information as of 30 June 2009.

"The Data Centre is yet another step in our common efforts to have safer ships sailing our seas. By tracking ships we will be able determine what sort of ship enters European waters. This is yet another success story for the European

Union, where Member States have agreed to delegate a complex operational task to the EU. I thank EMSA for the development work it undertook over this last year-and-a-half leading to this achievement" said European Commission Vice-President Antonio Tajani, in charge of Transport.

The EU LRIT DC is a combined effort of the European Commission, in cooperation with Member States, through the European Maritime Safety Agency (EMSA). The Agency is in charge of the data centre's technical development, operation and maintenance. EMSA established a small Task Force in December 2007 to create an Implementation Plan early in 2008 for setting up the Data Centre. The original deadline of August 2009 was brought forward to June. Currently, it is estimated that the EU LRIT DC is the biggest data centre of the whole international LRIT system. When all Member States' ships are phased in

by the end of 2009 it will track around 10,000 ships, which will generate a minimum of 40,000 position reports per day.

At present, there are 32 Member States, EFTA countries and Overseas Territories participating in the EU LRIT DC. This number may increase if other third countries join in the future. The EU LRIT DC covers an estimated 20 to 25% of the world fleet subject to LRIT. In addition to tracking EU-flagged ships, the EU LRIT DC also provides Member States, on request, with the LRIT information of any third country vessel bound to, or sailing within, EU waters. So it is possible to track any ship within a 1,000 nautical mile zone of a participating state's coastline, no matter what flag the ship is flying.

All maritime authorities of the Member States, such as those in charge of Search and Rescue, Port, Coastal and Flag State responsibilities, are authorised users of

Continued on page 14>>>

e-navigation cont'd >>>

eratic and technological challenges of employing such a standardized global system, the pace at which e-navigation is gaining favor is really remarkable for such and international effort requiring coordinated actions by an array of nation-states.

As commercial mariners engaged in domestic, intrastate and transoceanic international commerce, members of the Council of Master Mariners are well positioned to advocate for implementation of e-navigation techniques to American flag vessels, vessel operating companies and US ports and waterways.

Successful and universal e-navigation implementation will make American flag companies even safer and more competitive. It will provide the mariner with tools to which you don't currently have access, and your shoreside col-

leagues with information they can use to help make the company more profitable, and more competitive.

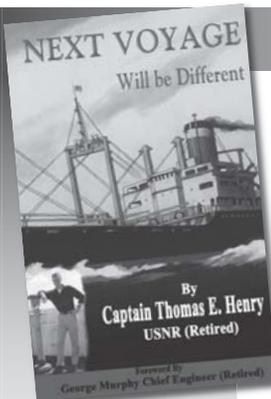
I recommend you learn all you can about this new technology. To be effective advocates, mariners must appreciate what e-navigation can do to make your work more efficient, and your daily work environments safer and more productive.

With your help the United States can emerge as leaders in this technology, giving the US maritime industry full access to the myriad of safety, environmental and commercial benefits that e-navigation can provide the US merchant mariner. ☆

Captain Robert G. Moore is a master mariner with special expertise in ship operations and marine navigation. Captain Moore served as military readi-

ness/operations program manager in the Coast Guard, represented the United States at foreign conferences, managed multinational navigation systems, and was public safety advisor for the Agency for International Development to the Government of Somalia.

Captain Moore served as a member of the Marine Board Committee on Maritime Advanced Information Systems and the Transportation Research Board's Committee for Evaluating Shipboard Display of Automatic Identification Systems. He has a B.S. in Engineering from the U.S. Coast Guard Academy and received continuing education at the U.S. Naval War College and the Industrial College of the Armed Forces. He is a Fellow of the Nautical Institute and an Associate Fellow of the British Royal Institute of Navigation.



Book Review

This is the story of some of Thomas Henry's voyages as he rose through the ranks from cadet/midshipman aboard the Massachusetts Maritime Academy school ship *CHARLESTON* to master U.S. Lines vessels.

which the cadets were billeted. For three months each winter and early spring the ship would be taken to sea on its training cruise.

So began Henry's Merchant Marine career and so starts the book. What follows are adventures, some dramatic and many amusing, that carried him across the world's oceans, to Europe, Africa and the Far East. His story, retold rather candidly, takes him from his teens to his eightieth birthday. He sailed in many merchant ships, including the *SS UNITED STATES*, and eventually shipped as master of container ships on the world trade. Not only does Henry have a story to tell, but he recounts it with honesty, humor and much respect for the sea, seafaring and his shipmates. ☆

The book is available through amazon.com, barnsandnoble.com, or by contacting Capt. Henry for a signed copy at 772-287-5603 or arcome@aol.com.

Next Voyage will be Different by Captain Thomas E. Henry. Dog Ear Publishing, Indianapolis, IN, 2008, 426pp, illus, gloss, ISBN 978-1-159858-627-5; \$32.95hc.

EU LRIT Data Center cont'd >>>

the system. They can use the EU LRIT DC to better track their ships and consult or request position reports.

To support the work of the competent maritime authorities of Member States, EMSA has set up a permanent monitoring function (Maritime Support Services) to ensure the continuity, quality and reliability of the information exchanged through the new EU LRIT DC. ☆

Author: Captain
Thomas Henry
#2029-R

Capt. Henry's career, as did so many others, started as a teenager when he left high school during the last year of World War II to join the Navy. After serving a year and a half, and being honorably discharged, he then returned to civilian life to finish his education. With high school diplomas in hand he and his younger brother, Patrick, set off for the community of Buzzard's Bay, home of the Massachusetts Maritime Academy. During those years the academy consisted of only one building of classrooms, situated on the State Pier. Docked nearby was the training ship, *CHARLESTON*, in

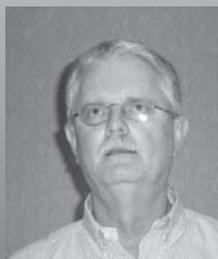
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NOAA Navigation Response Team (NRT)



submitted by
CDR Micheal
Henderson, Ret.
#3239-A

Regional Navigation
Manager: South
Florida, Puerto Rico,
US Virgin Islands

NOAA NRTs respond to the U.S. Coast Guard Captain of the Port (COTP), maritime pilots, U S A C E , and regional port authority requests for side-scan sonar detection of any obstructions and/or evidence of shoaling. The NRTs conduct hydrographic surveys of main shipping channels (approaches, shore-to-shore, and pier faces). They are used to reopen shipping lanes after major hurricanes and for checking the positions of fixed and floating aids-to-navigation. When not making emergency response, the NRTs work under NOAA's charting mission, providing data for updates to NOAA's suite of nautical charts.

NRT mobilization time is generally within 24 hours. The NRT is a mobile party, and surface road conditions often affect response time.

A NOAA NRT will generally provide the COTP (or designee) with side-scan sonar results including location of obstructions (or lack thereof), and post-storm event bathymetric plots (soundings reduced to Mean Lower Low Water, based on realtime tides, if available) for the assigned area. It generally takes two days to produce bathymetric plots.

The NRTs have responded to nearly all hurricanes since 2000, providing hydrographic responses to East and Gulf Coast commercial port areas from Baltimore, MD to Brownsville, TX. In addition, NRTs are utilized for various other nonhurricane responses, i.e., locat-

ing downed aircraft debris and assisting the U.S. Coast Guard in investigations of maritime incidents (identification of shoals or obstructions).

Initiating a NOAA Response

Requests for a NOAA NRT response should originate from the USCG Captain of the Port, state pilot association, or USACE office. The written request must be submitted through the regional NOAA Navigation Manager to the Chief, NOAA Navigation Response Branch. The survey request shall: 1) identify areas needing sonar/hydrographic survey; 2) define the deliverable products desired; 3) identify the mission objective; and 4) describe the vessel of opportunity anticipated to be utilized. The request must also identify any HAZMAT known to exist in the area.

The Chief, NOAA Navigation Response Branch, will evaluate the request. Once the Chief authorizes the response, further coordination between NOAA and the requesting entity will establish time lines, local contacts, chains of authority and any other logistical requirements. Depending on the nature of the response, the NOAA Navigation Manager may travel to the site to serve as the NOAA liaison/NOAA response coordinator under the direction of the USCG On-Scene Commander.

Funding of a NRT deployment is generally covered under NOAA/NRB's base funding and does not require funding support of the requesting federal or state agency. ☆

*Editor's Note: CDR Michael Henderson, NOAA Office of Coast Survey, Regional Navigation Manager, Retired South Florida, Puerto Rico, US Virgin Islands
Ph: 727-824-5396*

NOAA launches redesigned chart website:
www.nauticalcharts.noaa.gov

The Office of Coast Survey, NOAA has deployed a major upgrade to its Internet homepage. The site is receiving highly positive reviews for the content it provides and for its ease of use and access to charts.

BookletChart™

NOAA's Office of Coast Survey has a new experimental online charting option available, BookletChart™ that you can print at home for free. They are made to help recreational boaters locate themselves on the water.

BookletChart™ is the entire suite of nautical charts, all 1100+ for U.S. waters. Rather than buying/printing the entire chart, each one has been reduced in scale and divided into 8.5x11 pages, which can be printed directly from the web. No charge, no log-in, etc. Print as many of a particular port, harbor, waterway, coastline, etc. as needed.

BookletChart™ contains all the information of the full-scale nautical chart. Bar scales are also reduced in scale, but are accurate when used to measure distances.

During this experimental period, BookletChart™ is not updated weekly with Notices to Mariners. Further, some known errors are known to exist, e.g. the "Approximate Page Index" might not match the chart inside. You can tell us about such errors by using the Coast Survey's Inquiry Page.

On-Line Chart Viewer

NOAA's 1,000-plus U.S. coastal and Great Lakes nautical charts are viewable here on-line. Each chart is up-to-date with the most recent Notices to Mariners corrections. Use these on-line charts as a ready reference or planning tool. Use NOAA's printed or digital charts to navigate with on your voyage.

ILO Maritime Convention



by Father
Sinclair Oubre
CAMM Chaplain
#3220-A

As I write this column, I am finishing up my month-long stay at sea. For the past month, I have worked for Crowley Maritime at their facility in Lake Charles, Louisiana. Having an

extended getaway from the parish, and the never-ending demands on my time, I have finally been able to do a little reading and reflecting.

Something that has been sitting in my to-be-read pile was a letter from Archbishop Antonio Vegliò, the President of the Pontifical Council for the Pastoral Care of Migrants and Itinerant Peoples. This letter was written for Sea Sunday 2009, which was celebrated by the different Christian maritime ministries on the second Sunday in July.

Archbishop Vegliò calls on all maritime ministers and seafarer welfare

agents to work for the ratification and implementation of ILO 186, the 2006 Maritime Labour Convention. He says:

"We encourage Governments to recognize the importance and urgency of the Maritime Labour Convention 2006 and the Work in Fishing Convention 2007 and to have them ratified so that seafarers and fishers may benefit from them."

"We plead for all the seafarers 'decent and productive work in conditions of freedom, equity, security and human dignity.'"

What is the Maritime Labour Convention 2006?

The Maritime Labour Convention 2006 (MLC 2006) addresses labor standards for those working on ships. It consolidates some 65 previous ILO conventions and recommendations some which were out of date or had not been widely ratified. According to the ILO website, the MLC 2006:

"sets out seafarers' rights to decent conditions of work on a wide range of subjects, and aims to be globally applicable, easily understandable, readily updatable and uniformly enforced."

For the convention to come into force, it must be ratified by 30 nations with a combined gross tonnage of 33% of the world fleet. With the nations of Panama, Bahamas and Liberia ratifying the convention, the gross tonnage requirement has been met. In February of this year, the first European nation ratified MLC 2006. Norway's ratification is seen as a sign of the European Union's readiness to ratify the convention.

With a significant number of European nations on the threshold of ratification, many experts are predicting that the convention will come into force by 2011.

According to Cleopatra Doumbia-Henry, Director of the ILO's International Labour Standards Department,

"We fully expect that the MLC, 2006 will enter into force by 2011. Even in these difficult economic times it is important and heartening to see that countries are moving forward on their international obligation to achieve secure decent work in a major internal industry that is essential to the world trading system. Achieving the entry into force tonnage requirement so rapidly on such a comprehensive Convention is very good news and a good example for other sectors."

Where is the US in its ratification of MLC 2006?

It seems that the US is not really anywhere. Though our delegations played major roles in forming and shaping the final convention and its recommendations, when they came home, there seems to be no concerted effort to move the convention forward.

One reason certainly is that much of our own maritime law already covers much of what the convention call for. However, not all US regulations meet the new ILO standard, and generally, US regulations do not apply to the one million or so foreign seafarers who call in US ports every year.

Having been involved with seafarer welfare issues since 1988, I have seen the tremendous improvement in conditions when the US ratified ILO 147, and began implementing port state control. I believe that MLC 2006 will carry the progress made with ILO 147 even farther.

Ratification starts in the Senate. The seafarer welfare community would like to take a quote from the Cable Guy, and tell our Senators, "Ratify the MLC 2006, and 'Get 'er done!'" ☆

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Game Changer: Reflecting on the *Cosco BUSAN* Debacle

Impact of Cota's jail term goes far beyond liability issues



Joseph Keefe

by Joseph Keefe
Editor in Chief

The Maritime Executive
Reprinted with permission.
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whether or not it was severe enough for the crimes that Cota pled guilty to, first served to remind mariners everywhere that the U.S. Department of Justice is not messing around. Notwithstanding what may or may not happen to the operators and crew of the ill-fated ship, mariners everywhere now know – if they didn't already get the message – that mistakes made on the water will be prosecuted to the full extent of the law. And this goes far beyond the liabilities inherent in honest mistakes, blatant negligence, or anything in between.

I report on all sorts of pilot issues on a regular basis through this vehicle, as well as in our print editions. That coverage extends to pilot rates, equipment, safety and a host of other subjects. The important thing to take away from last week's DOJ announcement, however, is that no aspect of pilot business – at least in this country – escaped unscathed. Guiding deep draft marine traffic in and out of America's harbors has changed forever. And, there is little in the way of good news for anyone in any of that metric. *COSCO BUSAN* was a game changer.

Nothing passes for a minor incident anymore on board any ship in U.S. waters. And, for those who are unclear on the concept, the final DOT rule on "Direct

The wide-reaching implications were not lost on me last week when Captain John Cota was sentenced to 10 months in prison for his part in the *COSCO BUSAN* disaster in San Francisco Bay. The sentence,

"Observation" is now out and is official (see elsewhere in this e-newsletter). Rest assured: they are going to watch you pee. And, that's not the worst of it. The seemingly weekly DOJ announcements that we research, pick up and put on line are ample evidence to all of that. Mariners are liable for everything, everywhere and every time. Get used to it. In the meantime, however, those of us hanging around watching from the cheap seats in the office ought to start paying attention, too.

With the liability issue settled and behind us, it is time to look at this issue from the perspective of the "maritime executive." That's our demographic – or at least, I hope that's the case. The typical reaction of most maritime businesses to the cost of pilotage is to complain about the high and ever-increasing cost of this service. I suppose that you could count me as one who has expressed that opinion once or twice, as well. The latest surveys that I have seen have the average pilot making about \$400,000 annually; some more, some less. Looking at the current situation, however, I might have to someday reconsider my position.

A while back, I was chastised by some MarEx readers for taking exception to the NTSB's handling of the *COSCO BUSAN* allision investigation. The readers (a.) didn't necessarily think that Captain Cota would qualify as the "poster child" for that sort of argument and/or (b.) bemoaned the fact that the vessel in question could have probably been driven sideways under the bridge without hitting it, had the job been handled correctly. Fair enough. But, these arguments are beside the point, now.

Highly trained and skilled marine pilots are also highly paid professionals. And if the reasons why weren't evident before, then they certainly are now, at least to me. The people who guide deep draft traffic in and out of port have to get it right, every time. If not, then they are

probably going to jail. That sort of risk deserves to be appropriately compensated. At what level those rates should be set is another question altogether and, a job for someone else.

The business of running a safe, compliant and efficient pilot organization is not an inexpensive proposition. Those costs are about to go up again. This could involve any number of line items, but I'm guessing that insurance will be a prime contributor to that spiraling bottom line cost. Whatever you may think of marine pilots in general, the stakes got a lot higher last week for all of them.

If, in the past, the pilot was "merely an advisor to the Master," then those days are over for good. That said, the grand jury indictment also charges Fleet Management Limited (Hong Kong), a ship management firm, with the same alleged offenses as well as false statements and obstruction of justice charges. Trial in that case is set for Sept. 14, 2009. The DOJ says that all defendants are presumed innocent until proven guilty at trial beyond a reasonable doubt. Still, it will be interesting to see what level of liability is eventually decided for the ship and its crew in this case. Clearly, the bar was set pretty high for the pilot.

Some time prior to next week's e-newsletter, I wonder if someone couldn't tell me the answer to the (mock) sample Coast Guard question that I've inserted at the end of this column. I think that I used to know the answer, but now, I am not so sure. The one thing that I do know is that the game has changed, forever. ☆

1. What is the relationship of the Pilot and his responsibilities to the vessel and the Master?

- a.) The Pilot is in command of the ship;
- b.) The Captain and the Pilot share responsibility;
- c.) The Pilot is an advisor to the Vessel and Master; or
- d.) None of the above.

Today's Captain is expected not to make any mistakes

"The only man who never makes mistakes is the man who never does anything."

— Theodore Roosevelt



by Captain
John A. Konrad V
#3205-S

The maritime world is full of strict rules that may only be broken "in extremis". The best known of these rules are "Never Turn Left", "The Rule of Gross Tonnage" and my personal favorite, "When In Doubt, Call the Captain".

Like a brimstone preacher we put the fear of God into heads of young cadets with the tell-

ing of these rules and back them up with sea stories of near misses and failure. The cherry on this sunday is often the saying "Take heed young man, these rules were written in the blood of past mariners."

I contend these rules are doing more harm than good. Here are three modern examples that lead me to this conclusion:

One

Sailing on foreign flagged vessel I was amazed by one thing above all others, the sea stories. Having coffee for the first time with a group of Indian officers and discussing shipboard safety initiatives I soon discovered my sea stories, a collection of half truths I've deliberately embellished over the years, were passe. To further compliment personal confusion, my lack of experience in a major incident (e.g. hard collision, multiple-week grounding or engulfed fire, all experienced by at least one of my fellow crew mates) put into question the value of my input. "Wait a second, I protested, I have never experienced a major incident because I am a good mariner. My safety record alone should increase the value of my input." After a long silence one of the Indian mates said, "John, we do not question your knowledge or abil-

ity just your experience. It is not your fault you had the resources available to prevent incidents and mentors able to guide you from trouble. We were not as lucky then but have experience now."

Two

What is evident here is a Catch 22. We can not suggest that young cadets experience the dregs of management aboard rusting freighters in the hope of gaining experience through failure.

In his bestselling book *The Four Hour Workweek*, Tim Ferris tells us that experts are simply the people who have accumulated the highest number of failures in a specific niche. It would therefore make sense to encourage failure among our industries best captains to evolve their expertise. A solid theory in principal. The problem with this thinking, however, is that the failure of a captain, especially one in command of a supertanker or LNG carrier, can lead to disaster in the magnitude of environmental catastrophe or loss of life.

Three

In his book *Tankers Full Of Trouble*, Eric Nalder tells us that it's not the young captains who are most likely to face an incident. Rather it's the experienced captain, bored after years of taking the same route over and over, that often tries something new that leads to disaster.

The History

"I never saw a wreck and never have been wrecked, nor was I ever in

any predicament that threatened to end in disaster."

— Captain Edward Smith

If modern examples are not enough to convince you history is littered with lessons on the importance of failure. The *Handbook Of Damage Control* is considered the single best manual for preventing the loss of damaged ships. My question is... would the lessons contained in its pages have been learned without hundreds of hulls being lost under the authors' watch? Would SOLAS regulations, which have saved countless lives, have been written without the tragedy of the *TITANIC* and what about the morality rate on the day of her sinking? Would it have been so high if Captain Smith had prior experience in emergency response?

The Solution

"I have not failed. I've just found 10,000 ways that won't work."

— Thomas Edison

At sea the importance of experiencing failure is second only to avoiding failure in the first place. We can have no desire or even tolerance for disaster at sea regardless of the importance of lessons learned from there occurrence, so what is the solution? I offer four:

One

"When I interview a Master my first question is 'Have you ever grounded a ship?' If the candidate



answers no he is either a liar or lacks experience, either way he's unfit to command my vessels."

— Anonymous Ship Owner

Failure is critical to the learning process and should be encouraged in the resumes of candidates for master. The question of past failure needs to be asked in every senior level interview and should be a mandatory section of a candidate's resume. It is not critical that past failures lead to a severe loss or that they even occurred at sea. It is important, however, that the candidate's actions are analyzed and they have a robust understanding of the lessons learned.

Two

"If you bungle raising your children, I don't think whatever else you do well matters very much."

— Jacqueline Kennedy Onassis

As senior officers aboard ship it's critically important that we allow the bridge team the opportunity to make mistakes so they can learn from their failure. During my first cargo discharge aboard a product tanker it took me 45 minutes to strip one tank. I did not learn for many years that my repeated failure to empty and switch tanks (without losing suction or flooding the pump) caused a fight in the mess. The captain and chief mate were arguing about what should be done with the former saying "It's an art he needs to learn through failure" and the later saying "We'd all save time and effort if I go teach him".

Small failures can lead to big results. In this specific case I learned in 45 minutes what it takes some tankermen years to master, transferring from an empty to full tank, but I also learned other lessons like the management of a frustrated deck crew and remaining calm under stress. It is also important to note the conditions in which this lesson was learned. Sure there was great potential for environmental catastrophe or even flooding of the pump room but the lessons was taught in a controlled and monitored environment. In addition to

closely monitoring me through the mess room porthole both the pumpman and engine room had been (quietly) put on notice, the weather was clam and daylight strong.

Three

"Everybody's a mad scientist, and life is their lab. We're all trying to experiment to find a way to live, to solve problems, to fend off madness and chaos."

— David Cronenberg

The captain who creates a tanker full of trouble is the same man who played with chemistry sets as a child. He may no longer have the desire to create an explosion but his desire to experiment has not been quelled. Without the trial and testing of theories man has little room to grow and while a boring watch is certainly a safe one it serves no purpose beyond the short term goal of moving cargo from point A to B. It certainly does not prepare the vessel for the unforeseen circumstances of subsequent voyages.

There is a critical difference between experiments and unforeseen incidents. Both have the potential for catastrophic results but one can be accomplished with preparation, planning and under controlled circumstances. One can be done with well rested personnel and cancelled at the first sign of bad weather or postponed after the failure of critical equipment. The other can not.

For example, advanced shiphandling techniques, like the use of anchors in maneuvering, are taught in simulator training along with guidance from the instructor to use these techniques when emergencies leave you with no other options but is an emergency really the time you want to try a new tactic on your equipment and crew? Would it not be safer to test these practices under ideal circumstances with a powerful tug alongside and ready to correct your mistakes?

My suggestion is to experiment under controlled circumstances.

Four

"Courage is not simply one of the virtues, but the form of every virtue at the testing point."

— C. S. Lewis

Are you an expert in the management of major emergencies? Have you ever heard the sound of the hull cracking under your feet as the chief mate calls the bridge with last words for his family? I have. No, I did not experience this tragedy at sea but in the safety of a major emergency lab. Simulators may not be as effective as your own vessel in testing skills like shiphandling or emergency response but when done with an eye for realism and expectation for failure they serve a critical purpose.

Currently the maritime world utilizes simulators for shiphandling, dynamic positioning, cargo ops and bridge team management but have we seen the extent of their ability to let us fail safely? The offshore industry has embraced the management of major emergencies with the simulation of tragic events but this technique has yet to be adopted by the wider maritime community. What other opportunities for training area we missing out on?

Final Words

For many years the maritime community has been searching for new ways to prevent and control the occurrence of incidents at sea but the level of loss remains at unacceptable levels. The master of a vessel is suppose to be the voice of sound reasoning that refuses to take any and all unnecessary risk but in doing so fails to train himself and those he commands in the lesson of failure. If we are going to take the next step towards a goal of zero loss then we need to accept the reality of danger at sea and promote the lessons of failure. If we can do so with proper management of circumstances and experimentation the results will lead to improved safety. If we can foster an acceptance of failure and promote individuals that have experienced its lessons, both ashore and at sea, the results will be powerful and lives will be saved. ☆



U.S. Coast Guard Auxiliary A Long Proud Tradition - A Worthy Mission



by Captain
Elizabeth Clark, #997-L
USCG Auxiliary-District
7 Chief Qualification
Examiner

For 70 years, men and women of the U.S. Coast Guard (CG) Auxiliary have volunteered millions of hours assisting the CG in carrying out its primary mission – saving lives. Directly and indirectly through the efforts of the

Auxiliary membership, countless lives have been saved both on and off the water.

CG Reserve was then a non-military service comprised of unpaid volunteer U.S. citizens who owned boats.

Two years later, Congress amended the Act with the Auxiliary and Reserve Act of 1941. Passage of that Act designated the Reserve as a military branch of the active service, and the civilian volunteers, formerly referred to as CG Reserve, became the Auxiliary. June 23rd is recognized as the modern day birthday of the CG Auxiliary.

After World War II, the Auxiliary resumed its recreational boating safety duties. The four cornerstones of the Auxiliary – Vessel Examinations, Public Education, Operations, and Fellowship – were established and remain the primary pillars of this all-volunteer organization.

The Vessel Examination program later evolved into the well-known Vessel Safety Check, a free inspection available to any recreational boater to help ensure compliance with federal and state regulations, as well as minimum safety equip-

ment mandates.

The Auxiliary's Public Education courses teach boating safety to recreational boaters and skippers of all ages. The Auxiliary offers boating skills, seamanship, and sailing courses, as well as basic and advanced navigation instruction.

The Auxiliary actively promotes boating safety and operates routine regatta patrol functions. The Auxiliary also plays an integral part in CG Search and Rescue operations. Additionally, specially trained Auxiliary members function as Communication Watch Standers. They assist with harbor and pollution patrols. Finally, Auxiliary vessels provide training platforms for CG boarding party drills and provide training for newly assigned station personnel.

Today, 70 years later, Auxiliary members are civilian volunteers authorized to wear the CG Officer's uniform. The primary distinction of the Auxiliary uniform is that the Active duty mem-

Auxiliary members are probably best known for educating the public through their boating safety classes and vessel safety checks. Yet, there is much more.

The CG Authorization Act of 1996 permits the Auxiliary to assist the CG in performance of any CG function, duty, role, mission or operation authorized by law and authorized by the Commandant of the CG. The unarmed Auxiliary membership assists the CG in virtually every operational mission area.

Initially, the CG "Reserve" was authorized by an act of Congress in June 1939. The CG was given a legislative mandate to use civilian volunteers to promote safety on and over the high seas and along the nation's navigable water. The

Captain Liz Clark, Coxswain, with her boat and two crew members, Pat Feighery and Scott Cleary, take part in a Helo-Ops training demonstration June 21st off CG Station Ft. Lauderdale. These photo show the sequence of an HH-65 Dolphin Helo from Station Miami in OpaLocka lowering the Rescue Basket, in which some one would normally be hoisted to the Helo, with it being lowered to the boat and pulled aboard by the crew and then retrieved by the Helo.





ber and the Reservist wear Gold trim and the Auxiliary member wears silver trimmings. While Auxiliary volunteers wear uniforms very similar to the CG officers, Auxiliary members are not commissioned, and they hold no rank. The Auxiliary uniform insignias merely identify the office or level to which an individual has been either appointed or elected to serve.

The Auxiliary has nearly 30,000 volunteer members in all 50 states, Puerto Rico, the Virgin Islands, American Samoa, and Guam. Membership is open to all. Applicants must be at least 17 years old, a U.S. citizen, and pass a security background check.

Auxiliary members fall under the authority of the Coast Guard Commandant. Operationally, the Auxiliary operates as an autonomous entity with a primary goal of providing a force-multiplier component to the active duty CG personnel. The Auxiliary internal structure operates within four distinct organizational levels: Flotilla, Division, District-Region, and National.

Flotilla The Flotilla is the basic orga-

nizational unit of the Auxiliary. Every member belongs to a Flotilla. A Flotilla is comprised of at least fifteen qualified members who carry out all Auxiliary administrative and operational support activities.

Division The Division is comprised of multiple Flotillas within a geographical area.

District/Region The District and sometimes Regions are comprised of multiple Divisions within a geographical area.

National The Auxiliary elects and appoints its national officers who along with the CG Commandant are responsible for the overall administration and policy-making decisions for the Auxiliary.

Auxiliary members are dedicated civilians who believe strongly in the CG values and their mission duties. The only compensation that an Auxiliary member seeks is an occasional "Thank you." Auxiliary members take their oath of service seriously, and in doing so they contribute immeasurably to the Team Coast Guard efforts.

The Auxiliary performs many and varied tasks assisting the CG. A recently acquired training task involves potentially dangerous missions with CG helicopter crews. Utilizing only specially trained and certified Auxiliary coxswain and boat crew teams, CG units practice with Auxiliary assistance the necessary rescue training operations, and they perform proficiency drops and recovery from helicopters. Training missions include rescue drops with baskets being lowered to Auxiliary boats as well as practice drops of CG Rescue Swimmers. Auxiliary crews are frequently called upon to standby in the event a Rescue Swimmer is in need of assistance during their training operations. Auxiliary crews also assist in practice airdrops and recovery from Falcon HH-25 Jets of life rafts and rescue pumps so that CG air crews can maintain satisfactory proficiency.

If you have ever considered giving back to the community – consider the U.S. Coast Guard Auxiliary. For more information, check it out on the web at www.cgaux.org. ☆



USCG Auxiliary in Seattle

Lt. Lyn McClelland speaks at July SPNW meeting

*submitted by Captain Donald Subcleff
Secretary, SPNW Chapter*

CAMM Associate member Ms Lyn McClelland recently retired from her role as Pacific Region Maritime Administrator and has been actively involved in volunteer work for the US Coast Guard Auxiliary. She began her talk with a brief history of the Auxiliary which recently celebrated 70 years of service.

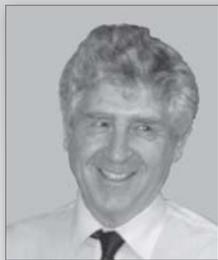
A few facts: During the past ten years, volunteers have performed over 1.2 million recreational and commercial fishing vessel safety checks, over 980 thousand hours of boating safety instruction and

more than 7.7 million hours of operational support and patrol missions. In addition to these activities, the Auxiliary helps out in such non-traditional mission areas as interpreter, vessel documentation, legal and health services support. Lyn is a Lieutenant in the Auxiliary and she explained that the Active USCG (gold uniform markings) has about 45,000 in the ranks and the Auxiliary (silver) has about 38,000 volunteers. She also mentioned that the USCG Foundation is a separate organization which focuses on fund-raising whereas the Auxiliary is more field work-oriented.

Lt. McClelland then told us about some of the training that is needed such

as Incident Command training in order to be an on-scene coordinator. She said that merchant mariners and, in particular, master mariners are ideally suited for USCG Coast Guard Auxiliary volunteer work. Whether it be as part of a Port State Control vessel boarding team or standing watch in Vessel Traffic Control, the experience of a master mariner would be of great benefit to this service. She then pointed out that the whole point of the USCG Auxiliary is that they can find something that a volunteer would enjoy doing. A question & answer session followed the presentation. Thanks Lyn for sharing this information with us! ☆

Is complacency our new problem for quality shipping?



by Captain
Rodger Mac Donald
Secretary General,
IFSMA

The UK is one of the few countries that by law empowers its Maritime Accident Investigation Branch to investigate a maritime inci-

dent without the witnesses fearing that the information given by them will be used to criminalize them. The concept being that we can all learn from an accident. Recently IFSMA has been asked to inform our members of a particular incident that to my mind sickens any professional seafarer.

At 0449 on 29 October 2008, the UK registered general cargo vessel *SCOT ISLES* was in collision with the Egyptian bulk carrier *WADI HALFA* in the Dover Strait.

The watch-keeping officer on *SCOT ISLES*, which was on passage from Rochester to Antwerp and crossing the NE traffic lane of the Dover Strait Traffic Separation Scheme, did not detect *WADI HALFA* before the collision. The watch-keeping officer on *WADI HALFA*, which was on a NE course in the NE traffic lane, saw *SCOT ISLES* when she was very close but, despite taking evasive action, could not prevent the collision.

SCOT ISLES suffered extensive shell plate damage on her starboard side which resulted in the loss of 60 tonnes of marine gas oil into the sea. *WADI HALFA* was damaged, less severely, on her port side and was able to resume her passage to Bremen.

The vessels were within French coast-

guard jurisdiction when the accident was reported and, once the extent of damage and pollution was realised, the French authorities directed *SCOT ISLES* to proceed to Dunkirk to facilitate repairs and an investigation into the accident.

As a result of a complacent attitude to bridge watch-keeping on both vessels, safety barriers, which would have warned the bridge watch-keeping officers of the risk of a collision, were not in place. No lookout was present on either bridge at the time of the collision, and the vessels' radars and other bridge equipment were not used effectively.

As a committed believer that fatigue is a major factor in maritime accidents and that this is directly related to the acceptance of 'unsafe' manning levels, I have had to admit that on this occasion fatigue was definitely not an issue.

I have therefore had to study this report and I have questioned myself on what can be learned from the MAIB's findings.

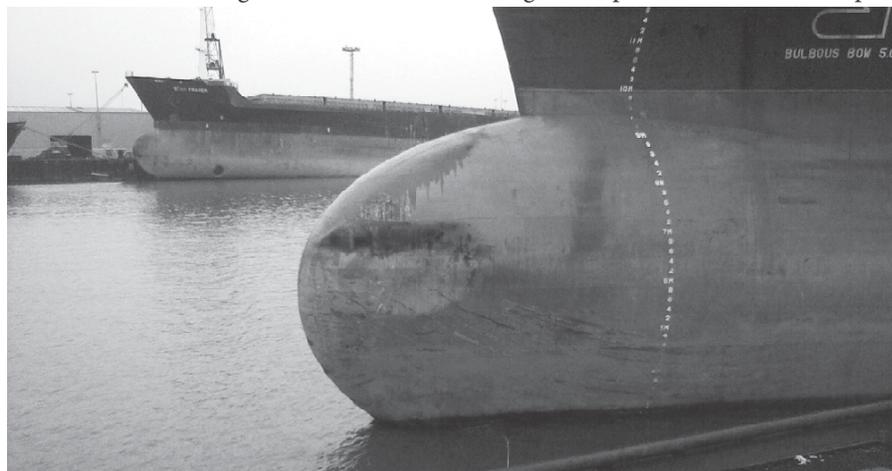
It was the following statement in the

report that really got me thinking:

"Complacency continues to be a recurring safety issue in accidents investigated by the MAIB. Ship-owners should recognize the risks posed by complacency and ensure that their vessels operate with effective bridge teams at all times."

As I understand it, complacency is a smug feeling of self-satisfied security, often while unaware of some potential danger or defect, and being satisfied that all is well and totally ignorant of a potential dangerous situation or condition. As far as the facts of this accident are reported, I totally agree that in the case of the *SCOT ISLES* and the *WADI HALFA*, complacency sums it up perfectly.

Thinking about this a bit more I believe that complacency stems from a lack of respect. I am sure few will disagree with me complacency defines many politicians and bankers in the way the current global downturn has materialized (certainly on the UK side of the Atlantic). The general public has lost all respect



Damage to the *WADI HALFA*.

PHOTO COURTESY OF IFSMA

for these people who used to be pillars of society. From their very actions, or lack of them, I am sure these so-called leaders have lost respect for the people they are supposed to serve. Has the lack of respect of professionals, both by the public and within their own professions, been the actual cause of complacency?

In my lifetime I have seen the decline in respect for seafarers. Not many people outside our industry recognize the skills and competencies required to safely transport the vast majority of the world's trade. So when the popular press tells the world at large that the seafarers have been unjustly criminalized, involved in accidents and incidents beyond their control or that they have fallen victim to piracy, does anybody care?

The politicians certainly show no sign of caring. In spite of being signatories to international treaties that should defend seafarers against these injustices, they hide behind their sovereign laws with judicial systems that care more for finding a scapegoat for their national failings.

While there was no evidence of fatigue in the *SCOT ISLES* case, fatigue does remain a major contributor in many maritime accidents. Even the European Union shows hypocrisy when one of the main goals of its working hours directive is to ensure that no employee in the EU is obliged to work more than an average of 48 hours a week. Yet the strongest drive against reducing the hours of work for seafarers comes from European administrations.

If we all agree that working long hours is unsafe for truck or engine drivers, why is it safe for seafarers to have to work 96 hours a week?

Some ship-owners today also demonstrate how they have also lost respect for seafarers when they are happy for their seagoing employees to be supplied by crewing agencies. While there are many excellent crewing agencies, I wonder if this potential conflict of loyalties has in

turn caused the seafarers to lose respect for the owners.

Looking back to my seafaring days, I know I had tremendous pride in my profession, had deep loyalty to my company and trust in my colleagues. Complacency was never an issue



PHOTOS COURTESY OF IFSMA

SCOT ISLES damage overview.

because I knew that if I had not acted responsibly I could face professional sanction. Losing the respect of my colleagues was far more a deterrent to complacency than being criminalized. Perhaps if we all started respecting our

professional responsibilities within the industry, we might regain the respect of the world at large, which our industry truly deserves. 🌐

NOTE: A safety flyer has been published which identifies the key safety lessons from this investigation, and is available on the IFSMA website: www.ifsma.org.

2010: The Year of the Seafarer IF SMA 2010 AGA set for Manila

IF SMA's next Annual General Assembly will be held in Manila, the Philippines, in June and which will be held in conjunction with the International Maritime Organization's completion of the STCW Review which will take place from 21 - 25 June.

It should also be noted that the International Maritime Organization theme for 2010 will be "2010: Year of the Seafarer". The Organization said that the slogan had been selected as the theme for the next year's World Maritime Day, but would also be celebrated throughout 2010 as an 'opportunity to pay tribute to the world's sea-

farers for their unique contribution to society and in recognition of the risks they shoulder in the execution of their duties in an often hostile environment'.

It is the intention of IFSMA to hold a Seminar immediately after STCW on the theme of the 'Year of the Seafarer' with speakers from the key aspects of the industry putting forward their views on the way the industry can go forward in attracting good professional seafarers into the industry. We hope that this Seminar will be open by the Secretary-General of the International Maritime Organization, Admiral Efthimios E Mitropoulos.



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