The AGM Issue
Maritime Day 2018
A Code of Ethics for Shipmasters
Energizing American Shipbuilding Act
The Council of American Master Mariners, Inc.

NATIONAL OFFICERS
President
CAPTAIN JEFF COWAN
CAPTCOWAN@MASTERMARINER.ORG
805-901-9558
First Vice President
CAPTAIN JOE HARTNETT
CAPTHARTNETT@MASTERMARINER.ORG
410-867-0556
Second Vice President
CAPTAIN PAT MOLONEY
CAPTMOLONEY@MASTERMARINER.ORG
415-215-9226
Treasurer and Secretary
CAPTAIN MANNY ASCHEMEYER
CAPTMANNY@MASTERMARINER.ORG
951-767-3037
Council Chaplain
FATHER SINCLAIR OUBRE
mrpobre@aol.com

APPOINTMENTS & CHAIR
IFSMA Representative
CAPTAIN CAL HUNZIKER
Constitution and Bylaws
Committee Chair
CAPTAIN PAT MOLONEY
Lalonde Award Committee Chair
CAPTAIN PAT MOLONEY
Membership Committee Chair
CAPTAIN GEORGE ZELUFF
Pilot Relations Contact
CAPTAIN JOE HARTNETT
Positions Committee Chair
CAPTAIN FRANK ZABROCKY
Finance Oversight Committee
CAPTAIN MANNY ASCHEMEYER

CAMM NATIONAL PRESIDENT
MAILING ADDRESS
601 Teague Drive
Santa Paula, CA 93060-1632

CAMM NATIONAL SEC/TEARS MAILING ADDRESS
30623 Chihuahua Valley Rd.
Wamer Springs, CA 92086-9220

South Atlantic Region
PORT EVERGLADES / MIAMI
Captain Paul Coan, President
pilgrimii@bellsouth.net
Meetings at 1200, the 3rd Thursday of the month, except July and August. Galluppi, Pompano Beach Country Club, 1105 N. Federal Hiway, Pompano Beach, FL.

TAMPA BAY
Captain Robert Holden, President
727-784-7595
captholden@mastermariner.org
Meetings at 1130 on the 2nd Tuesday of each month, except July, August and September. Columbia Restaurant, 7th Ave. & 22nd St.
Mailing Address: 50 Baywood Ct, Palm Harbor, FL 34683

North Pacific Region
SEATTLE / PACIFIC NORTHWEST
Captain R.J. Klein, President
425-746-6475
captklein@mastermariner.org
Meetings at 1130 on the 2nd Thursday of each month, except August. CThink Café, 302 W. 5th Street – Unit 105, San Pedro, CA 90731
Mailing Address: 533 N. Marine Ave
Wilmington, CA 90744-5527

Gulf Coast Region
MOBILE BAY
Captain Jerome “Rusty” Kilgore, President
251-490-2741
Meetings at 1330 on the 2nd Tuesday of each month, except June - August. Check website for date and location. Locations vary between Baltimore and D.C.
Mailing Address: P.O. Box 700
Edgewater, MD 21037-0400

South Atlantic Region
NEW YORK METRO
Captain George Sandberg, President
631-375-5830 (cell), 631-878-0579 (home)
captandberg@mastermariner.org
Meetings dates and locations vary.
Mailing Address: Box 581
Center Moriches, NY 11934

Baltimore / Washington, D.C.
Captain Joe Hartnett, President
410-867-0556
capthartnett@mastermariner.org
Meetings at 1130 on the 2nd Tuesday of each month, except June - August. Check website for date and location. Locations vary between Baltimore and D.C.
Mailing Address: P.O. Box 700
Edgewater, MD 21037-0400

North Pacific Region
SEATTLE / PACIFIC NORTHWEST
Captain R.J. Klein, President
360-798-9530
mrpobre@aol.com
Meetings are at 1200 on the 2nd Friday of each month. Jantzen Beach Bar and Grill, 909 N Hayden Island Drive, Portland, OR.
Mailing Address: 121 Hazel Dell View
Castle Rock, WA 98611

South Pacific Region
SAN FRANCISCO BAY AREA
Captain Klaus Niem, President
707-255-6567
captniem@mastermariner.org
Meetings at 1130 on the 2nd Tuesday of each month, except August. CThink Café, 302 W. 5th Street – Unit 105, San Pedro, CA 90731
Mailing Address: 533 N. Marine Ave
Wilmington, CA 90744-5527

NEW ORLEANS
Captain Ed Higgins, President
504-394-6666
capthiggins@mastermariner.org
Meetings at 1200 on the 2nd Wednesday of each month, except July and August. Port Ministry Center of the Global Maritime Ministries, 3635 Tchoupitoulas Street, New Orleans, LA.
Mailing Address: 8112 Ferrara Drive
Harahan, LA 70123

HOUSTON
Captain Michael J. Mc Cright, President
captmccright@mastermariner.org
Meetings monthly, September - April. Check website for dates. TAMUG Blue Room, Galveston, TX.
Mailing Address: 4620 Fairmont Pkwy, Suite 203
Pasadena, TX 77504

Gulf Coast Region
MOBILE BAY
Captain Jerome “Rusty” Kilgore, President
251-490-2741
Meetings at 1330 on the 2nd Tuesday of each month, except June - August. Check website for date and location. Locations vary between Baltimore and D.C.
Mailing Address: P.O. Box 700
Edgewater, MD 21037-0400

NEW ORLEANS
Captain Ed Higgins, President
504-394-6666
capthiggins@mastermariner.org
Meetings at 1200 on the 2nd Wednesday of each month, except July and August. Port Ministry Center of the Global Maritime Ministries, 3635 Tchoupitoulas Street, New Orleans, LA.
Mailing Address: 8112 Ferrara Drive
Harahan, LA 70123

HOUSTON
Captain Michael J. Mc Cright, President
captmccright@mastermariner.org
Meetings monthly, September - April. Check website for dates. TAMUG Blue Room, Galveston, TX.
Mailing Address: 4620 Fairmont Pkwy, Suite 203
Pasadena, TX 77504

PORT EVERGLADES / MIAMI
Captain Paul Coan, President
pilgrimii@bellsouth.net
Meetings at 1200, the 3rd Thursday of the month, except July and August. Galluppi, Pompano Beach Country Club, 1105 N. Federal Hiway, Pompano Beach, FL.

TAMPA BAY
Captain Robert Holden, President
727-784-7595
captholden@mastermariner.org
Meetings at 1130 on the 2nd Tuesday of each month, except July, August and September. Columbia Restaurant, 7th Ave. & 22nd St.
Mailing Address: 50 Baywood Ct, Palm Harbor, FL 34683

COLUMBIA RIVER
Captain Vic Faulkner, President
360-798-9530
mrpobre@aol.com
Meetings are at 1200 on the 2nd Friday of each month. Jantzen Beach Bar and Grill, 909 N Hayden Island Drive, Portland, OR.
Mailing Address: 121 Hazel Dell View
Castle Rock, WA 98611

L A N G U A G E :  A N G L I S H
The above license from the Bureau of Marine Inspection is for a Mate on inland waters. The tonnage limitation, district and specific inland waters for which the license is valid would be filled in by the inspector.

A stylish photo on the license was sure to make the owners proud of their accomplishment.
View From the Bridge
Near Miss Reporting, Licensing, Questions, and Re-energizing American Ship Building

In the Council
Secretary/Treasurer Report .................. 8
Crossed the Final Bar .......................... 10
Chaplain’s Report ............................. 11
Council Reports ............................... 12
National Maritime Day ....................... 15

In the Industry
Energizing American Shipbuilding Act .......... 19
U.S. Merchant Marine Needs Help ............ 20

CAMM AGM and PDC
How Does an Airline Pilot Find a Good Place for an Ocean Water Landing .......... 23
CAMM PDC and AGM 2018 .................... 24
Breaking the Error Change with Bridge Team Management Training .................. 26
LaLonde - Spirit of the Seas .................... 29
State of CAMM ............................... 30
CAMM Officer Elections and Positions .......... 31
A Proposed Code of Ethics for Ship Masters ..... 33
Rear Admiral Michael Rodriguez, Superintendent at Texas A&M Maritime Academy ......... 34
CAMM National Officers Participate in the 2018 Congressional Sail-in ............. 37
New Members ............................... 38

IFSMA and IMO
Report from Buenos Aires, Argentina .......... 39
Letter from Captain Hans Sande, President IFSMA .......... 40
Key Resolutions from 44th Annual General Assembly .......... 41
US - Russia Propose Berlin Strait Traffic Routing .......... 42
Lifeboats ................................. 42
New Service Developed for Assessing Under Keel Clearance: Latest Efficiensea2 Advance .......... 43
An Autonomous Surface Vessel Begins Work .......... 43
What is Needed to Regulate Autonomous Vessels .......... 44
Single Window Ports .......................... 44
New Web Tool to Help Put Polar Code into Practice .......... 45

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

I want to express my gratitude to CAMM and to Captain Manny Aschemeyer for making me a “Life Member.” I consider this a great honor and am very grateful to the organization and to Captain Aschemeyer. Also, I would appreciate your considering the following for publication in Sidelights.

We are hearing and reading lately about “robot ships,” that will sail the seas with no humans on board. I have read that one such ship is already being built, in Norway. The prospect of having unmanned ships raises several questions in my mind:

(1) If an unmanned ship is in a collision or allision, who is responsible for the damages?

(2) If the engines of an unmanned ship break down, who will repair them and get the ship going again? Will the ship just be left to drift around in the middle of the ocean?

(3) If there is an explosion or fire on board of an unmanned ship, who will start the fire pump, fight the fire or exercise damage control?

(4) When an unmanned ship is in pilot waters, who will carry out the pilot’s orders for steering the ship and controlling the engine speed?

(5) Who will handle the lines for docking and undocking? Who will make the tugs fast and let them go?

(6) When an unmanned ship is off the coast of Somalia or Nigeria, what is to prevent pirates from boarding her and stealing the entire ship and all of the cargo in her?

(7) How will an unmanned ship be aware of new dangers to navigation made public by Notice to Mariners, and take steps to avoid them?

(8) How will an unmanned ship answer calls on the VHF, show the proper flag hoists according to the circumstances, determine the best place to anchor and how much anchor chain to use, and drop the anchor? Who will take anchor bearings to make sure that she is not dragging?

(9) How will an unmanned ship rig a pilot ladder safely when it approaches port and must take a pilot? How will it call the pilot and let him know the ETA at the pilot station?

(10) How will an unmanned ship determine the best course or speed to avoid hurricanes or ice and how will it use weather forecasts?

There are many other questions that will doubtlessly occur to mariners who think about these ships. (For example, if the ship is from New Orleans and is at sea on Monday, who will cook the “Louisiana Turkey” [red beans and rice])?

Thank you very much,
Captain P. J. Bourgeois
CAMM# 2440 RU

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

It was an interesting time in Galveston at our Professional Development Conference and Annual General Meeting. One of the items I brought up at the meeting was “Near Miss Accident Reporting.” This was inspired by my attendance at a Coast Guard Navigation Safety Advisory Committee meeting in November 2017. A presentation on subject proposed that our Coast Guard be the repository for these reports. I firmly expressed CAMM’s concern about the US Coast Guard potentially using these “near miss” reports as probable cause to board our ships with an investigating team, intent on finding fault with the ship.

During discussion at the AGM, it was suggested that this system would not be viable unless the model used for aircraft near miss reporting could be followed. In this instance, the reports are “scrubbed” by NASA and the reporting entities are rendered anonymous. It was also mentioned that the US Congress has given those reporting these incidents immunity from prosecution. Mariners have no such protection at this time. During discussion, some of our Pilot members made it evident that they were not in favor of reporting issues within Pilotage areas. A discussion ensued, without conclusion, as to how the near misses in pilotage areas should be addressed.

The Nautical Institute does near miss reporting in the international sphere without stepping on toes, so why can’t a knowledgeable civilian group from the American maritime industry (CAMM) become the repository? Without immunity, Near Miss Reporting will never come into being.

It has come to our attention that within some companies’ Safe Management Systems, there is (or has been) a monthly quota assigned to report a minimum number of near miss accidents. To meet the quota some mariners admitted that they submitted fictitious reports! What’s the harm of fictitious reports? Will the ship Master suffer consequences of fictitious reporting if, during a review of these reports, a Coast Guard Inspector finds fault? More importantly, should the professional mariner have to resort to telling a sea story to meet a company quota? The idea for near miss reporting has merit but only if actual incidences are reported and there is immunity from prosecution.

In March, I attended the National Maritime Center (NMC) in Martinsburg, WV as part of the Coast Guard Examination Working Group. All of our sea going members must send their Credentialing (license) information there every five years for upgrade or renewal. I found this to be a great opportunity to introduce CAMM to the group and found it very informative about the inner workings of the NMC. Upon joining the group within the NMC on the first day, I was assigned a computer and desk to review over 700 licensing exam questions. I was asked to advise upon the questions viability for use with various groups of mariners seeking to upgrade their license/credential. I found the task tedious, but by the end of the third and final day of meeting, I had assessed over 520 questions.

What I learned: There were only six (6) people within the NMC who had over 20 years of experience within the civilian maritime industry and of those six, two will be retiring within the next year. The examination review group is entirely voluntary and attendees must pay for their own transportation and lodging. This is an expense that the CAMM budget cannot currently support for all meetings. I would encourage CAMM members living within one-hour drive to consider attending Examination Review group meetings as CAMM could have significant influence on the reliability of these exams for ensuring that mariners who seek promotion have the skills, knowledge and experience to do so.

Energizing American Shipbuilding

Approximately one week after conclusion of the CAMM AGM, I received notice that Congressional Representative John Garamendi had authored Bill: Energizing American Shipbuilding. If passed, this bill will ensure America will have the shipyards, manpower to build ships, and mariners to man the ships in a time of national emergency, while providing well-paying, middle class jobs for Americans.
Secretary - Treasurer

Annual National Secretary/Treasurer’s Report as Presented at the AGM

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

From the desk of the national captain, Aschemeyer greeted all in attendance and noted that he had given everyone an updated copy of the CAMM Membership Roster. This roster provides an overall view of who’s who among the CAMM ranks, and where they are located as of the date of publication. Anyone desiring a printed or electronic CAMM Roster, should contact Captain Aschemeyer at captaschemeyer@mastermariner.org.

Last February, during a vacation in Florida, Captain Aschemeyer was invited by Captain Bob Holden, President of the CAMM Chapter in Tampa Bay, to attend one of their meetings. The meeting was rescheduled to 20 February and he was their guest speaker. Details of the meeting were reported in April Sidelights. During a planned personal trip to the east coast in the fall Captain Aschemeyer will attempt to attend a meeting of the NY/NJ Metro Chapter.

Captain Aschemeyer passed out several handouts which included information on membership and finances. He was pleased to report that more members are becoming involved in recruitment. Over the last year, 22 current members sponsored 37 new members. This is a significant increase over the last several years. The more members involved with recruiting and sponsoring new members – the better.

Captain Aschemeyer reminded all present that when recruiting new members to keep in mind the expanded array of Associate Members Categories.

- Associate (A) for unlicensed maritime professionals working ashore; or “military equivalent” with command experience aboard navy, coast guard or NOAA vessels.
- Associate-Licensed Deck Officer (AL) – which includes all licensed Mates (unlimited) sailing on their tickets.
- Associate-Cadet (AC) – Any cadet or midshipman attending one of the state or federal maritime academies (and we’re actively pursuing the establishment of CAMM Cadet Chapters there, too!)
- “Associate-Foreign Master” – a member who has an unlimited foreign master’s license and is sailing on it; or working ashore in a maritime related and supportive role. (NOTE: one of our “AF” members recently brought a ship into New Orleans, and arrangements were made through our NOLA CAMM Chapter to extend greetings to Capt. Vijay Pal Singh, CAMM # 3385-AF, before he was relieved and departed for repatriation back home.)

There is a membership application in every edition of Sidelights, so Captain Aschemeyer encourages members to make good use of it each time they receive Sidelights! Or – one can apply online via the CAMM website.

Captain Aschemeyer introduced Andrew Manning, who was in attendance. Manning is a former Associate Cadet member who moved up to Associate Licensed. He currently works for G&H Towing in Galveston – Third Mate Manning is the future of CAMM. (Mr. Manning was given a warm round of applause).

CAMM has had several resignation and terminations, and 15 Life Memberships have been granted over the last year. A member is terminated when there is no contact and no dues paid for more than three (3) years. CAMM has been able to recapture a few members on the verge of termination and continue to reach out to members who are delinquent in their dues with a generous reinstatement program. Life Membership is not automatic. A member must qualify per the requirements laid out in the constitution and be approved by the Board of Governors.

Captain Aschemeyer then touched on the percentages in each membership group. He referred to one of his handouts that shows the current percentages of each membership category. Only 8% are Associate Members (CAMM constitution allows for 20%); and less than 3% are Honorary Members (CAMM constitution allows for 5%). Since CAMM expanded the Associate Membership categories, there has been a concern by some members that CAMM may be compromising our Master Mariner name by allowing too many Associate Members. This is not true, as over 80% of the membership consists of Regular Members.

Captain Frank Zabrockey asked where membership applications should be sent with the passing of Captain Liz Clark, the former CAMM Membership Committee Chair. Captain Aschemeyer will temporarily fill that role until a new Chair is appointed. Captain Klaus Niem has volunteered for that job and a decision will be made by the President.

Captain Aschemeyer distributed
a Financial Report which was presented to the Board of Governors in early April. This covers the first half of CAMM’s Fiscal Year (FY) 2018. To date, 80% of all dues-paying members have paid their 2018 dues. The lack of payment by the other 20% results in significant short fall which directly affects CAMM’s budget. A second notice for those now in arrears has been sent.

In an effort to help round up delinquent dues payers, Captain Joe Hartnett, National First VP, suggested that the National Secretary/Treasurer prepare a list of all delinquent members by chapter and forward the list to the Chapter officers. Knowing their members, the local officers could remind procrastinators to pay their National dues. Captain Aschemeyer welcomed that suggestion and will act on same.

The credit card payment function on the CAMM website has been well received. During past year CAMM collected over $7,000 for dues, AGM registrations, donations, and CAMM swag. In 2017, CAMM added a line for donations on the dues announcement form. Captain Aschemeyer was pleased to report that CAMM has received over $7,500 to date in donations. He then thanked all who made generous donations to help support CAMM. On the down side, Raffle Ticket sales were not as robust but still well worth the cost.

CAMM could use help in securing additional Sidelights advertising. The current Media Kit, which details the readership, circulation and rates is available on line along with printable PDF version. RADM Lyn McClelland noted that personal contact is always best when seeking patronage. She suggested that local chapters, or members in a particular area, could be advised of potential advertisers. Members could make an in person call and leave a printed copy of the Media Kit with the targeted advertiser (s). Captain Aschemeyer thanked her for that suggestion and will act on same.

Captain Aschemeyer invited those present to look at the pie chart along with the written summation from his handouts to better understand where CAMM money is being spent. He concluded that to date, CAMM is well within budget. A motion to approve his financial report as presented was made, seconded, and approved.

Captain Aschemeyer thanked everyone for their ongoing support, patience, and understanding during his tenure as the National Secretary and Treasurer. He noted that he continues to learning and still makes mistakes, but is working better and faster and smarter with the CAMM membership’s help and encouragement!

Respectfully submitted,

Captian Manny Aschemeyer

---

**Raffle Winners!**

1. **FIRST PLACE PRIZE** - ($800), Captain Harry Rogers, CAMM # 2044-RU (Mays Landing, NJ)
2. **SECOND PLACE PRIZE** ($500), Captain James K. Boak, CAMM # 266-RU, (Bremen, Maine)
3. **THIRD PLACE PRIZE** ($200), Mrs. Vera Worters (Merrick, NY). Mrs. Worters is the widow of Captain Larry Worters, CAMM #812- L, who died March 17th of this year.

---

This Bill will ensure that 15% of Liquid Natural Gas exported for foreign markets by year 2040 will be on American ships, crewed by American mariners compared to 10% of crude oil exports by year 2032 will be carried on American ships and crewed by Americans. I feel it is unconscionable that 98% of all cargo flowing into and out of the United States goes aboard foreign ships. In times of National Emergency will these ships enroll to help? I think not! Will these ships be assets or liabilities to national security?

The Bill will be introduced, 22 May, on Maritime Day and shall be assigned a number shortly thereafter. In the meantime, the Bill will help change the equation and help American middle-class workers attain well-paying jobs.

Steady as she goes,

Captain Jeff Cowan
**CROSSED THE FINAL BAR**

**CAPTAIN ELIZABETH CLARK CAMM # 997 L**

Captain Elizabeth Clark succumbed to cancer on April 12, 2018, after a long and difficult illness. Born in New York City December 11, 1937, she was a 1959 graduate of the United States Merchant Marine Academy. After graduation she sailed with Isthmian Lines in all deck officer capacities, including Master. In 1973 she began sailing with Sea-Land Service, Inc. and retired as Master in 1997. Captain Clark was an experienced helicopter pilot. She served in the USCG Auxiliary as coxswain, pilot & aircrew instructor as well as a public boating safety instructor. She performed safety inspections on Uninspected Passenger Vessels and pleasure craft for the USCG Auxiliary. In April, 2013, Captain Clark became the National 1st Vice President of the American Merchant Marine Veterans (AMMV) and Assistant to the National President. She had been a member of CAMM for 47 years and was the South Atlantic VP at the time of her death. Captain Clark also served as Chair of the Membership Committee for many years. She held various leadership roles within the Miami/Ft Lauderdale Chapter in Miami and was a strong supporter of CAMM and its mission.

**CAPTAIN ALLEN DOUGALL, CAMM # 1237**

In March, CAMM Seattle Chapter was informed by Diane Dougall Gee, daughter of Captain Alan Dougall, that Alan passed on January 7, 2018. In December he had moved to Kansas City to be close to family. “He had a wonderful 95 years and is dearly missed. He had great times with “the Ancient Mariners” (Diane’s late mother’s nickname for CAMM). Alan was born July 27, 1922 in Los Angeles, CA. He graduated from the California Maritime Academy in 1942 and was immediately commissioned into the U.S. Navy. While visiting the dentist in 1945, he met Lucille Wilson who was serving as a WAVE and they soon married. He served 30 years in the Navy serving in both the Pacific and Atlantic theaters during World War II. After retirement from the U.S. Navy in 1973, Captain Dougall obtained an original master’s license and sailed the next 14 years as Chief Mate and Master for Apex Marine, MSC, CCT (Coordinated Caribbean Transport), and Liberty Shipping: O.B.O.’s, tankers, ro/ro’s and bulk carriers. His best stories from these years included hauling a tanker full of grain to Russia, which took a month to unload by wheelbarrow, and sailing to Iran to fill a tanker with oil, where the deckhands roasted goats on the deck for dinner. Captain Dougall was one of the original Charter members of the “Puget Sound Area Chapter” of CAMM. He was one of the six (Captain’s Dougall, Monsen, Brown, Abney, Palmer and Adler) who attended the first meeting on May 27, 1980 at Andy’s Diner, with Captain Charles “Chick” Gedney to discuss the Chapter creation. Alan was preceded in death by his wife, Lucille Wilson Dougall and sister, Elspeth Dougall Ament. Survivors include Alan’s two daughters, Rosemary Dougall, Bremerton, WA, and Diane Dougall Gee and husband Gordon, Kansas City, MO. He was also cherished by grandchildren, Whitney (Gee) Hosty and her husband Patrick, Cameron Dougall Gee, Hilary Wilson Gee and fiance Bennet Goeckner, and Lucy Hong Dougall, as well as great-grandchildren, Lillian Kathryn Hosty and Henry Alan Hosty.

**CAPTAIN FRED JONES, CAMM # 1486-RU**

Captain Fred Jones died on April 16, 2018. He was born in Puerto Rico on 13 February, 1942. He graduated from California Maritime Academy in 1963 and was proud of his membership in Mensa. After graduation he went to sea as an AB with Chevron and spent his entire career with Chevron Shipping. Captain Jones became master in 1977 and continued to sail as captain, including on one of the famous gas turbine tankers, the GTT Chevonne Louisiana, until his retirement in 2001. One of Captain Jones’ favorite sea stories was being a new third mate with Chevron on the JH Hanna alongside the Nikiski terminal in Kenai, Alaska in March, 1964 when the earthquake hit. The quake shook the mooring dolphins so badly that the catwalks leading to the dolphins fell into the water making it impossible for line handlers to go the ship’s headlines and stern lines. The crew had to slip their mooring lines to get the ship underway and safely out to sea. Captain Jones joined CAMM in 1978. He maintained strong support for the organization for over next 40 years and served as the Secretary/Treasurer for the SF Bay Area Chapter. He attended many of his Class Reunions over the years – including in 2013 when his class celebrated their 50th Reunion. He will be sorely missed by his all his shipmates. He is survived by his wife, Maryann, and his sons, Robert and Eric.

**CAPTAIN JOHN T. LEMILY, CAMM # 379-L**

Captain John was born on May 28, 1920 and passed away on Monday, September 16, 2013. CAMM just recently became aware of his death. John was a resident of Tuxedo Park, New York, when he “Crossed the Bar” at age 93. He joined CAMM in 1990 and was a faithful member for 23 years when he died. If anyone has additional information concerning Captain Lemily they wish to share, please forward to Sidelights at: sidelightseditor@us.mastermariner.org.
How Do We Promote Respect for the Merchant Marine?

We are all part of an industry that we deeply love. If this were not true, we would not have dedicated so much of our lives to this calling or be members of organizations like the Council of American Master Mariners. When we attend meetings, we can often sound like comedian Rodney Dangerfield, “We don’t get no respect.” Whether it is our World War II Merchant Marine Veterans attempting to gain recognition for their heroic service during World War II, or our US Merchant Marine Academy trying to appropriate funding for its facilities and programs that is in line with what is budgeted for the four other federal academies, we find ourselves saying, in many different ways, “We don’t get no respect.”

Each year, our nation and the world host maritime specific observances, and in most places these events pass without even the acknowledgment of the maritime industry. As I write this, National Maritime Day is five days away. Locally, we will hold our 32nd Annual National Maritime Observance, but we are one of only two ports observing the day in Texas. The other is our sister port just to our south, Galveston.

Each year, the President of the United States issues a Presidential Proclamation, and at the end of each proclamation are the instructions: “I call upon the people of the United States to mark this observance and to display the flag of the United States at their homes and in their communities. I also request that all ships sailing under the American flag dress ship on that day.” When I have asked our local boat operators if they will be “dressing ship,” they look at me with a quizzical look, and ask, “What is ‘dressing ship’?”

By the time this article is printed in the next issue of Sidelights, the 2018 National Maritime Day will have passed, but there are still other events that you can initiate or support in your ports and communities. It is time to stop being the Rodney Dangerfield of the Transportation Industry. When we toot our horns on National Maritime Day, Day of the Seafarer, Sea Sunday, and World Maritime Day, folks outside of our industry will begin to hear our great story and begin to be aware of how important the seafarer and the maritime industry are to their lives.

CELEBRATE THE MARINER: DAYS TO REMEMBER IN 2018

**Day of the Seafarer (Monday, June 25):** It was established by the International Maritime Organization in 2010 for the purpose of recognizing the unique contribution made by seafarers from all over the world to international seaborne trade, the world economy and civil society as a whole. www.imo.org/en/About/Events/dayoftheseafarer/Pages/Day-of-the-Seafarer-2018.aspx

**Sea Sunday (Sunday, July 8):** Sponsored by a collection of Christian seafarer welfare organizations like the Apostleship of the Sea, Missions to Seafarers, and Sailors’ Society. The goal is to draw parishes’ attention to the maritime ministry, and the important and challenging work that seafarers perform for all of us.

**World Maritime Day (Traditionally the last Thursday in September, September 27):** The International Maritime Organization’s World Maritime Day theme for the year is, IMO 70: Our Heritage – Better Shipping for a Better Future. This day will be observed in London and in other ports throughout the world. www.imo.org/en/About/Events/WorldMaritimeDay/Pages/WMD-2018.aspx
view and positions report

Captain Frank Zabrocky, #1964-ru

Positions Chairman

See update in AGM section.

sidelights and CAMM Media Report

Captain RJ Klein, Sidelights editor

Sidelights: We encourage members to purchase a subscription to Sidelights for family or friends to keep help educate them about the US Merchant Marine and your profession. See the “Subscription” tab under Sidelights on the web page. We welcome submission to Sidelights and encourage letters to the editor. Submission can be made to: sidelights@us.mastermariner.org or captklein@mastermariner.org. (Please note the difference in the “domain names” after the @ symbol.) It is suggested that you check the submission guidelines, which can be found on the website under the “Sidelights” tab. This will help reduce the amount of editing necessary before inserting your article into Sidelights.

Captain Aschemeyer mentioned in his report that we encourage members to help solicit advertising. The Media Kit, which is under the Sidelights Advertising tab, provides all needed information concerning our readership, circulation and rates. New advertisers can pay online by using the “Pay” button provided in the Advertising section.

Website: The updated website is up and running. Dues payments can be made online by going to the “Membership” tab and clicking on the pay button. We will continue to edit and update the site and welcome input. Feel free to point out errors or omissions that you may notice on the site. Send corrections to webmaster@us.mastermariner.org or captklein@mastermariner.org

The last piece to be worked out is to link our database with the site so that members can again access and update their profile page.

At the AGM, how to do basic editing was demonstrated to all in attendance. Captain Zabrockey successfully served as our beta tester. Detailed information on how to edit will be sent to the BOG, which will allow local chapters to keep their individual web pages up to date.

1st Vice President Report:

Captain Joe Hartnett, #2193-Rf

See Baltimore/Washington report.

2nd Vice President Report:

Captain Pat Moloney, #1829-ru

Report not available

North Atlantic VP Report

Captain Frank Zabrocky, #1964-ru

I attended a luncheon of the USMMA Alumni Association Fund held in New York City on May 24. MARAD Administrator, Admiral Mark Buzby, was the speaker. He informed us that the government’s FY17 Budget has funds which will help the US Merchant Marine. It includes $300 million for a new ship state training ship and another $45 million for capital improvements at Kings Point.

Admiral Buzby announced that the USMMA Alumni Association was back on campus. The current superintendent at Kings Point, Admiral Helis, has accepted a MARAD position in Washington, D. C., and MARAD has begun the process to find a new superintendent.

Admiral Buzby is also a strong proponent of the Jones Act indicating that without the Jones Act, he cannot deliver on sealift requirements for national security. He mentioned the maritime bills in the House and Senate and spoke positively about cargo preference for U.S. flag ships. I found Admiral Buzby to be a straight talker, and he indicated that good things are on the horizon for the US Maritime Industry. Given how long it takes pass laws and the cost of building ships, I do wonder if this enthusiasm for the U. S. Maritime Industry will outlive this administration.

New York Metro

Captain George Sandberg, #1919-ru Chapter President

Report not available

Baltimore/Washington Report

Captain Joe Hartnett, #2193-rp

Our chapter would like to thank the Houston/Galveston for helping host the PDC/AGM. We would also like to thank all of the sponsors who supported this event. Special thanks to Captain John Peterlin, III for his assistance in encouraging sponsors to support our event. We also enjoyed his presentation on the Port of Galveston. I had not visited the port since my last trip on a containership in 1994. It’s encouraging to see a port that has continued to diversify and prosper over the years.

May was a busy month for our chapter. We had several maritime related events to attend and look forward to participating. Members of our chapter will represent CAMM at the Salute to Congress dinner on May 16. The recipient of the award was the Honorable Rob Wittman (Virginia-1st). Representative Wittman is the Chairman of the House Subcommittee on Seapower and Projection Forces. We would like to congratulate Representative Wittman and thank him for his continued support of the maritime industry.

Our chapter also participated in the Maritime Day celebrations in Baltimore and Washington, D.C. The Baltimore celebration was held aboard the N/S Savannah. The guest speaker was the Maritime Administrator, Rear Admiral Mark Buzby, USN, Ret. The celebration
in Washington was held at MARAD in the Department of Transportation building. Members of our chapter also participated in the Propeller Club of Baltimore 1st Annual Fishing Tournament.

The Propeller Club Crab Feast will be held on August 9, 2018. This is always well organized and well attended. Purchase your tickets early if you are interested in attending.

South Atlantic VP Report
Position Vacant
Report not available.

Port Everglades/Miami
Captain Paul Coan, #3021-RU, Chapter President
Report not available.

Tampa Bay
Captain Ron Meiczinger, #1747-RU, Chapter Secretary/Treasurer
Report not available.

Gulf VP Report
Captain Michael McCright, #2753-S
See Houston report.

Mobile Bay
Captain Jerome “Rusty” Kilgore, Chapter President
Report not available.

New Orleans
CE Horace George, #3223-A, Chapter Secretary
Our February meeting was held on the 14th, so we invited the ladies to attend the luncheon in honor of Valentine’s Day. We had a total of 16 members and guests at the luncheon. Captain Ed Higgins opened the meeting and welcomed the guests, and Reverend Vandercook gave the Invocation.

Following lunch, the group was addressed by Ms. Michelle Ganon, Vice President for Public Affairs for the Port of New Orleans. She gave a good account of the current operations of the port as well as plans for the future development of the Port of New Orleans. The talk was followed by a lively Q&A. The Business meeting included routine reports and matters regarding the upcoming PDC/AGM in Galveston.

The March meeting had 8 members and guests in attendance at the Global Maritime Ministry Center. Following the opening by Captain Ed Higgins and the Invocation by Reverend Phil Vandercook, lunch was served. There was no speaker, but there was a discussion of the various positions and views to be featured at the AGM in May. This Chapter has some items which were submitted in 2015 and again in 2016 to be considered. Captain Higgins expects to attend and lead the discussion regarding the NOLA Chapter views. Secretary/Treasurer George will also attend the PDC/AGM in Galveston as representative from the New Orleans Chapter.

Eight members and guests attended our April meeting which was on the 11th. The speaker was Mr. Drew Heaphy, the Executive Director of the Port of St. Bernard which is located just south of New Orleans. He gave an excellent description of the development and continuous improvements to the port and its relationship with the Port of New Orleans. We will invite him back for an update of the Port and its outlook for the future. The business meeting included a summary of the members’ thoughts regarding the investigations into the loss of the El Faro. It was noted that both Captain Higgins and CE George will be attending the PDC/AGM in Galveston in May.

The May meeting was attended by 7 members and guests who enjoyed a nice lunch prepared by the volunteers from local churches who assist at the Ministry. These volunteers, along with the many regular staff members at the Ministry, work hard all year to produce fine luncheons and provide comfortable surroundings for our meetings. A heartfelt thank you to Reverend Phil Vandercook and Gina Sabine and all of the many staff members and volunteers for all their good work for us and especially for the many seamen and port workers they help throughout the year.

Captain Higgins and CE George both attended the conference in Galveston (May 2 – 4) and the business meeting was dedicated to discussion of subjects covered at the AGM. Captain Higgins worked hard to get the delegates to accept the views by our Chapter as submitted; however, some rewriting will be required by the Positions Committee for View #01-2015 to be adopted as an official Position at the next AGM.

This was the final CAMM NOLA meeting for the summer. Next meeting is on Wednesday 12 September 2018.

Houston
Captain Michael McCright, #2753-S
Report not available.

South Pacific VP Report and San Francisco Bay Area Chapter Report
Captain Klaus “Nick” Niem, #2167-RU
At our AGM in Galveston, I was not able to give a report due to time restraints. We are sad to report that on April 16 the San Francisco Chapter Treasurer, Captain Fred Jones, passed away.

Four CAMM members participated in Maritime Day activities held at the International Seamen Center in Oakland...
in May: Captains Teague, Carson, Korwatch and Niem. See the Sidelights Maritime Day coverage for more information.

We continue to work on to establishing a Hawaiian chapter. After Maritime Day, I attended a LA/LB chapter meeting as the South Pacific VP.

The Chapter’s next meeting will be on June 5 at the Nantucket Restaurant. Topic of discussion will be the AGM & PDC in Galveston, TX.

Los Angeles/Long Beach
Captain Dave Bootner, #2162-RU, Chapter President

The LA/LB Chapter meets on the second Tuesday of the month except August at the THINK Café in San Pedro. We usually have 8-10 members in attendance. The food is great and we are always looking for new members.

Captain George Zeluff represented the chapter at CAMM’s Annual General Meeting. Captain George gave a good presentation to the chapter at our May meeting outlining some of the initiatives at CAMM and reporting on several of the Positions and Views CAMM has taken.

Of particular concern is the pressure some Masters come under which requires them to contact their office prior to contacting or reporting to the USCG.

The chapter is very involved with and supports the American Merchant Marine Veterans Memorial. There is a ceremony every May 22, Maritime Day, in honor of our fallen shipmates at the memorial. Locally the CAMM chapter is a strong advocate for our American Merchant Marine.

North Pacific VP Report
Captain Cal Hunziker, #2457-R

Report not available.

Columbia River
Captain Bill Good, #1924-RU, Chapter Secretary

Report not available.

Seattle PNW
Captain Doug Subcleft, #2329-RU, Chapter Secretary

A total of 14 attended our March 18 luncheon meeting. The business agenda included reports from Captain Cal Hunziker (IFSMA Vice President USA representative), Captain Kevin Coulombe (Chapter seagoing Vice President), and Chapter President, Captain R.J. Klein, who spoke about his recent trip to Washington, D.C., as a participant in the Congressional “Sail-In” event. Members then began a review of CAMM National Position and View statements in preparation for the Annual meeting to be held in Galveston, TX the first week of May. A proposed new View statement to request IMO to review the fire-fighting capabilities of containerships was also discussed. The meeting on April 12 saw a continuation of the review and discussion of CAMM National Position and View statements.

On April 28, Captain R.J. Klein participated in the 2018 Youth Maritime Training Activities scholarship competition as one of the five judges. A total of 8 high school students received scholarship money to assist them with their maritime education plans. Sponsors included Compass Courses Maritime Training school, Foss Maritime, Ocean Peace, and the Seattle PNW Chapter of CAMM. CAMM Seattle’s $5,000 scholarship was awarded to Coleman Busby, who plans to attend California Maritime Academy this fall.

Thirteen members traveled to Bellevue to attend the May 10 meeting. In addition to our regular business reporters, Captain Bill Westrem reported on his most recent trip on an APL containership on the West Coast / Far East run. He discussed the plans for reflagging APL’S C-11s, the shipyard modifications for the replacement vessels, and the potential for changes to the Port of Dutch Harbor in order to accommodate larger ships.

Captains Klein and Moore reported on the recently held CAMM National meeting and Professional Development Conference, held May 2-4, in Galveston, TX. The meeting details will be printed in the next issue of CAMM’s Sidelights magazine. At the closing dinner, CAMM’s highest honor, the Lalonde Award, was presented to Captain Klein. Congratulations RJ! ⚓️

“The ocean stirs the heart, inspires the imagination and brings eternal joy to the soul.”

Robert Wyland

Apostleship of the Sea - United States of America

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

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

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

www.aos-usa.org
NATIONAL MARITIME DAY, 22 MAY 2018

PROCLAMATION BY THE PRESIDENT
OF THE UNITED STATES

On National Maritime Day, we recognize the critical role the United States Merchant Marine plays in bolstering national security and facilitating economic growth. We honor our merchant mariners for their contributions to connecting the States, supporting our military, and cementing ties among our allies.

Long known as the “Fourth Arm of Defense,” the United States Merchant Marine has served with valor and distinction in every American conflict. The important work of the Merchant Marine was never more evident than during World War II, when merchant mariners sailed dangerous seas and fought enemies as they connected our Armed Forces fighting abroad to vital supplies produced by hardworking Americans at home. In the course of their valiant efforts, they endured the loss of more than 730 large vessels, and more than 6,000 merchant mariners died at sea or as prisoners of war.

Today, American mariners facilitate the shipment of hundreds of billions of dollars of goods along maritime trade routes for American businesses and consumers. Merchant mariners are ambassadors of good will, projecting a peaceful United States presence along the sea lanes of the world and into regions of core strategic importance to our Nation. Often risking their lives by sailing into war zones, our merchant mariners continue to support our troops overseas by providing them with needed cargo and logistical support. They also advance humanitarian missions worldwide, including last year’s effort to ship tens of thousands of containers of lifesaving supplies to Puerto Rico and the U.S. Virgin Islands after they had been devastated by hurricanes.

The Congress, by a joint resolution approved May 20, 1933, has designated May 22 of each year as “National Maritime Day” to commemorate the first transoceanic voyage by a steamship in 1819 by the S.S. Savannah. By this resolution, the Congress has authorized and requested the President to issue annually a proclamation calling for its appropriate observance.

NOW, THEREFORE, I, DONALD J. TRUMP, President of the United States of America, do hereby proclaim May 22, 2018, as National Maritime Day. I call upon the people of the United States to mark this observance and to display the flag of the United States at their homes and in their communities. I also request that all ships sailing under the American flag dress ship on that day.

IN WITNESS WHEREOF, I have hereunto set my hand this twenty-first day of May, in the year of our Lord two thousand eighteen, and of the Independence of the United States of America the two hundred and forty-second.

Donald J Trump
CAMM members Captains Teague, Carson, Korwatch and Niem attended the Oakland CA, Maritime Day event which was well attended by individuals with close Maritime ties along with the Navy, USCG, Marine Corps and Air Force personnel. Each attendee received a carnation flower signifying a seaman lost at sea. Retired USAF Chief Master Sergeant John Evalle, Representative for Congressman Garamendi (D-CA 3), read the Congressman’s Proclamation for Maritime Day. The Presidential Proclamation was read by MARAD representative Hank Ryan.

After an invocation by Father Prevoznak, the flowers were collected by two Navy Officers to be committed to the sea in San Francisco Bay. The San Francisco Chapter of CAMM donated a Flower wreath which was picked up by the SF Bar Pilot Boat and will be committed to the sea.

Captain Margaret Reasoner (a soon to be CAMM member) successfully brought the event together. A very special thank you to her.
Maritime Day San Diego

The CAMM Seattle PNW Chapter observed National Maritime Day on May 22nd. First, they partnered with Seattle’s Museum of History and Industry (MOHAI) to fly the U.S. Merchant Marine flag on the flagpole atop the museum building. Additionally, copies of a one-page informational flyer were made available at the MOHAI Admission desk for visitors to the museum on that day. It included a brief history of the United States Merchant Marine and the Presidential Proclamation.

Then the CAMM Seattle Executive Committee held its meeting at a unique maritime location: the historic Chelan Café (est: 1938) located near the Port of Seattle’s Harbor Island containership docking facilities. Following the lunch, the group shifted to nearby Jack Block Waterfront Park (which overlooks Elliot Bay), where a brief Memorial Service was held to recognize those CAMM members and CAMM friends who crossed the Final Bar this past year. A ship’s bell was brought along to strike eight bells in their memory.

Maritime Day Seattle

CAMM was well represented at a 2018 Maritime Day Luncheon held on March 17th in San Diego. They were joined by local waterfront business community representatives, port authority staff, state and federal leaders and officials and staff from USCG Sector San Diego Command. The luncheon was held at Tom Ham’s Lighthouse Restaurant, located at the west end of Harbor Island in San Diego Bay and was sponsored by the San Diego Propeller Club and the local Kings Point Alumni Chapter.

The Keynote Speaker was MARAD Administrator RADM Mark Busby who spoke on a myriad of topics concerning the US Merchant Marine. He touched on: Autonomous Vessels stating that MARAD would be slow and deliberate in studying this new technology and how/when/if it can be best applied to ocean-going vessels, warned of the shortage of seafarers needed to man the vessels in the event of a major sealift call-up to support of our military, and noted that MARAD does maintain an active Ready Reserve Fleet of vessels that are on a 5-day readiness status, but more are needed. RADM Busby pledged MARAD’s continued support for Cargo Preference laws, the Jones Act fleet, and maritime education/training at the federal and state maritime academies.
The Los Angeles/Long Beach Maritime Day Observance was held at the American Merchant Marine Veterans Memorial in San Pedro. This Memorial honors the American Merchant Marine Veterans in great detail, listing all the ships and their crew members lost during WW II etched upon several granite walls. The MC was John Pitts, Chair of the AMMVM Committee, and Captain Charlene Downey, USCG Sector Commander for Southern California delivered the Memorial Service message which was touching and significant to all the mariners present. David Arian, VP of the Port of Los Angeles Harbor Commission and retired President of the ILWU, offered additional pertinent remarks and CAMM Member, Captain Bent Christiansen, read the Maritime Day Proclamation issued by the President. Invocations and wreath blessings were offered and colors presented, followed by a 21-gun salute and taps.

After the Memorial Service, over 200 gathered at the Ports O’ Call Restaurant in San Pedro for the annual Maritime Day Luncheon. The Keynote Speaker, Mr. David Alberg, from NOAA presented an informative program on the USS Monitor (Civil War). The presentation included the Monitor’s history, loss at sea, salvage, and displayed artifacts. NOAA has established a National Marine Sanctuary off the coast of North Carolina to protect and preserve the site where the ship went down.
A Plan to Create Good Middle Class Jobs, Maintain Critical National Security Assets, Enhance Public Safety, and Strengthen the American Shipbuilding Industry

On Maritime Day, Congressman John Garamendi (D-CA), Ranking Member of the Coast Guard and Maritime Transportation Subcommittee, introduced the Energizing American Shipbuilding Act. The bill is H.R. 5893, co-sponsored by Congressmen Duncan Hunter (R-CA), Joseph Courtney (D-CT) and Robert Wittman (R-VA). An identical bill, S-2916, has been introduced in the Senate by Senator Roger Wicker (R-MS) and co-sponsored by Senator Robert Casey (D-PA). CAMM National President, Captain Jeff Cowan, has written a letter in support of this bill and urges all CAMM members to contact their Congressmen and Senators in support of this Act.

To see more information on Congressman Garamendi’s bill go to: https://garamendi.house.gov/ShipUSA.

To read the entire bill go to: https://www.congress.gov/115/bills/hr5893/BILLS-115hr5893ih.pdf.

Since the 1980s, the number of privately-owned U.S. Flag Vessels engaged in foreign trade, has dropped from 249 to just 78 as of October 2016. Congressman Garamendi is committed to reversing this trend. His bill is estimated to expand the US Flag Fleet by over 50 ships and create thousands of shipyard and steel manufacturing jobs along with over 2,000 new jobs for seafarers.

In his white paper, Congressman Garamendi said: “The opportunity is ripe to push a program that reinvigorates our domestic maritime industry, advances American manufacturing, creates good shipbuilding and maritime jobs, and reclains our expertise in a technology we once pioneered. To best serve U.S. national security and the public interest by ensuring that American shipyards and the U.S. Merchant Marine benefit from the shipping and export of strategic national energy assets, Congress must act to require that a percentage of strategic U.S. energy exports travel on American-built, flagged, and crewed ships.” He added, “Unless Congress takes action, ALL exported American crude oil and LNG traveling by ship will go on foreign-built and foreign-flagged vessels operated by foreign crews, outsourcing ALL of the associated jobs and technical skills to foreign competitors. This bill would expand our U.S.-flag fleet, create over 2,000 new mariner jobs, and create thousands of additional jobs in shipyards and throughout the shipbuilding supply chain.”

The Energizing American Shipbuilding Act would:
• Immediately launch an LNG shipbuilding program in the U.S., ramping up over time so that by 2040, 15% of exported American LNG travels on U.S.-built and –flagged vessels;
• Immediately launch a crude oil shipbuilding program in the U.S., ramping up over time so that by 2032, 10% of exported crude oil travels on U.S.-built and –flagged vessels;
• Require that a significant portion of the iron, steel, and manufactured components be U.S.-sourced and U.S.-constructed, good U.S. manufacturing jobs in addition to mariner jobs;
• Require that exporters immediately create training opportunities for American mariners aboard export vessels so they can earn the credentialing required to assume these jobs.


The U.S. Merchant Marine and shipbuilding industries are strategic national assets critical to national security, with the Department of Defense relying on our U.S.-flag fleet and its pool of trained and credentialed mariners for over 95 percent of national sealift needs in times of war or emergency. Yet this fleet is in a state of precipitous decline:...This signals not only the erosion of our sealift capabilities, but also the outsourcing of security and control over the supply chain that underpins our entire economy.
U.S. Merchant Marine Needs Help

Two recent articles posted at McClatchy-DC.com* and gCaptain.com have sounded the general alarm bell for the US Merchant Marine. “Dwindling Merchant Marine Fleet Crimps U.S. Ability to Wage War” is the headline by Tim Johnson, writing for McClatchyDC. John Konrad’s piece at gCaptain.com lists and discusses the “Top 10 Reasons Why the US Merchant Marine Is Failing.”

Experts say the problem is not only about a dwindling number of ships. As the U.S. maritime industry shrinks, so does the number of mariners, who find fewer jobs and stay in them for fewer years, allowing mandatory periodic licensing to lapse once they leave. This makes emergency call-ups problematic. Read the entire article at: http://www.mcclatchydc.com/news/nation-world/national/national-security/article210623279.html

Top 10 Reasons Why the US Merchant Marine Is Failing

In the gCaptain.com article, Captain John Konrad asks why there is no political will to save the U.S. Merchant Marine. He notes that according to a study conducted by Harvard University, political will is the motive force that generates political action. In a democratic state that motive force is the general public, voters. If this is true, Captain Konrad suggests that the U.S. Merchant Marine cannot be saved until there is a political will. The entire article can be read at:

Captain Konrad then lists the top 10 reasons why the US Merchant Marine is failing. These are not technical reasons but the U.S. Merchant Marines’ failure to generate the needed political will to ensure its survival. He expands on his 10 reasons, which include: MARAD ignores the media, nobody advertises the Merchant Marine, US Merchant Mariners are ineffective at spreading their message, MARAD doesn’t spread the good news, and media influences voters.

He concludes with a “Call to Action” as follows:
If you believe this topic is important please share this article with friends, classmates and colleagues. If something in this article made you curious, angry or just peaked your interest, please remember that it’s your right as an American to ask questions! Here are links to the direct email contact information for US Merchant Marine leadership in Washington. Start at the top, work your way down and feel free to tell them that I sent you.

• MARAD Administrator Mark Buzby, mark.buzby@dot.gov
• USCG Commandant Karl Schultz, Karl.L.Schultz@uscg.mil
• DOT Secretary Elaine Chao - https://www.transportation.gov/mission/secretary-elaine-l-chao
• DHS Secretary Kirstjen Nielsen, DHSSecretary@hq.dhs.gov
• Federal Maritime Commission Chairman Michael Khouri, mkhouri@fmc.gov
• Senior Pentagon Officials - https://www.defense.gov/Resources/Contact-DoD/DoD-Addresses/
• Your Representative In Congress , https://www.house.gov/representatives/find-your-representative

You should also Contact your union representative and the President of your maritime school.

John Konrad, gCaptain Founder
MASTER UNLIMITED OCEANS
John@gCaptain.com

*The McClatchy Company is a publicly traded American publishing company based in Sacramento, CA. It operates 29 daily newspapers in fourteen states. In addition to its daily newspapers, McClatchy also operates a news agency, McClatchyDC, focused on political news from Washington, D.C.
The Council of American Master Mariners (CAMM) held its combined Annual General Meeting (AGM) and Professional Development Conference (PDC) at Moody Gardens Hotel in Galveston. Activities during the three-day event included golf, tours of Bryant Museum and Historical Galveston, an evening out at Fisherman’s Wharf, and the Closing Dinner. On Thursday, CAMM members and the public attended the PDC. Are Professional Mariners Losing Their Navigational Skills to Technology? was the theme and five speakers made presentations. On Friday, CAMM held its 79th AGM followed by a meeting of the Board of Governors (BOG). In addition to new business, the election of National Officers was certified, positions reviewed, new views offered and reports were presented by the President, Secretary/Treasurer and Vice-Presidents. The Closing Dinner featured Keynote Speaker, Rear Admiral Michael Rodriguez, Superintendent of the Texas Maritime Academy at Galveston. The Lalonde “Spirit of the Seas” Award was presented to Captain R.J. Klein. The evening concluded with the CAMM Raffle drawing with the top prize of $800 going to Captain Harry Rogers of Mays Landing, NJ.

CAMM Annual General Meeting and Professional Development Conference - Galveston, TX
Are Professional Mariners Losing Their Navigational Skills to Technology?

A Thank You to Our Sponsors

BLUE RIBAND

COMMODORE

MASTER MARINER

MEETING BREAKS

Hospitality

In Memory of Captain Timothy Brown

Captain Richard Moore
Houston Pilots
Captain Kip Carlson
San Francisco Bar Pilots
Captain Tim Ferrie
Sandy Hook Pilots Captain
Captain George Quick
Maryland Pilots

Captain J. O’Conner

CONTRIBUTORS

Captain Triandafilou
Captain Caffey
RADM Lyn McClellan
RADM Paul Krinsky
Captain Alfred Calicchio
Captain David Dwyer
Bayshore Marine
Captain Darin Huggins
Captain Zeloff
National Security Multi-Mission Vessels

Mr. Jessie Senkel gave a presentation on the design of the proposed National Security Multi-Mission Vessels (NSMV). Mr. Senkel is a naval architect and marine engineer working for Herbert Engineering Corporation (HEC www.herbert.com). He is a graduate of Texas Maritime Academy and earned a BS in Naval Architecture & Marine Engineering from the University of New Orleans. He has sailed on his unlimited steam and motor license and is a P.E. (Professional Engineer) in Naval Architecture & Marine Engineering.

The U.S. budget for FY 2018 has allotted $300 million for the building of a NSMV and MARAD chose HEC to design the vessel. The first ship will go to New York Maritime with the order in which subsequent ships will be awarded to the other state academies as yet to be determined. Mr. Senkel said that the initial design is ready to submit to U.S. shipyards for bids and several yards have shown interest, including VT Halter, Philly and NASSCO. One of the factors in choosing a shipyard will be the yard’s capability to build multiple vessels of the same class at a reasonable cost. MARAD will select the shipyard but there is no timeline for when a bid will be awarded. The design has an approval in principle by ABS and a Feasibility Cost Estimate has been completed to ensure that construction costs will be within budget. The operational design is for a life span of 20-plus years but it is expected that the ship’s life will be extended due to nominal use (summer cruises and emergency disaster relief).

According to Mr. Senkel, HEC’s goal was to make the ship as useful and efficient as possible while meeting all the requirements for its proposed multi-missions. The design was not without challenges. They visited several of the state maritime academies to discuss specific needs with a focus on teaching and training requirements. The dialogue included “must have” items as opposed to “would like.” HEC built in a fiber optic network with redundancy for backup and provided for cell phone antennas on each deck. In training ship mode, she will have food storage for 60 days and will carry 600 cadets along with 100 officers, faculty, staff and crew.

Docking requirements at the academies determined the overall dimensions of the ship (Length 160 m, 524 ft. – Beam 27 m, 89 ft.). The ship will have four medium speed diesel electric engines divided between two engine rooms. This will provide backup should it be necessary to shut down the engines in one of engine rooms. Two engine rooms will also enable more cadets to have access to engines during training, giving more opportunity for hands-on experiences.

The ship will have a range of 11,000 + nautical miles at 18 knots, with a cruising speed of 12 knots using two engines (18 knots at full speed with 4 engines). The design calls for marine gas oil (MGO) unifuel for simplicity and to ensure the ship meets emission regulations coming into effect in 2020. MGO is easier on the engines, resulting in less maintenance, eliminating the need for scrubbers and need to change fuel prior to entering port or an ECA (emissions control area). She will have a flap type rudder for low speed maneuverability along with bow and stern thrusters to enable her to dock without tug assist.

In addition to the training ship requirements, the ship is built with alternative missions in mind. Specifically, the ship will be able to act as a support vessel for Humanitarian Assistance (HA) and Disaster Response (DR) after major hurricanes, earthquakes or other natural disasters. For this, the ship will have RoRo space with a side ramp, a cargo crane, container and cargo stowage on the main deck, helicopter landing capability, command and communications suite, enhanced medical treatment spaces, and berthing space for HA/DR personnel. During a HA/DR mission, the ship will have capacity for 750 people.
How Does an Airline Pilot Find a Good Place for an Ocean Water Landing?

Mr. Jim Stabile, Vice President of Aeronautical Data Systems (ADS), addressed the Conference concerning the need for communications between ships and aircraft in the event of a forced water landing. He later focused on the topic “Are Mariners Losing Their Skills to Technology?” Admitting that he worked in the technology field and was not a mariner, he suggested that we should not view the relationship between skill and technology as a zero-sum game.

While designing software for flight crews to enable them to manage oxygen in the event of a major fire aboard an aircraft, ADS identified the problem of the lack of a standardized method for communications between airline pilots and ship captains in the event of an emergency water landing. Onboard fires are common and usually benign but an uncontrolled fire can quickly destroy an aircraft with all aboard. Over land, aircraft immediately land for evacuation and extinguish the fire. Over water, the option is burn to death in the air or crash land in the water.

While working on this project, Mr. Stabile found the chart of GMDSS/AIS global maritime tracking of ships. Instead of seeing a way of tracking ships, ADS saw 230,000 observation posts, 230,000 communications relay stations and most importantly, 230,000 landing zones. They noted that landing zones near ships were within 100 miles of virtually every part of the ocean. Ships have the added value of operating 24/7 with professionally trained, disciplined and technologically proficient crews.

He concedes that Rescue Coordination Centers (RCC) and Marine Rescue Coordinated Centers (MRCC) are needed to oversee the big picture in an emergency. ADS sees a need for software (a computer app) that will enable a pilot to find a ship nearby and allow communications directly with the captain to coordinate a water landing.

Mr. Stabile quickly realized that, while he had a good understanding of the airline industry, he had little knowledge of the maritime industry. He posed the question of how ADS could develop a software which would enable an airplane pilot to find a ship, land next to it, and be rescued by its crew if ADS did not understand what goes on aboard the ship. A Googled search enlightened him to the fact that ocean-going ships are commanded by unlimited Masters. A continued search led him to CAMM and Captain George Sandberg (CAMM NY/Metro Chapter President).

A call to Captain Sandberg resulted in Mr. Stabile being invited to attend the February meeting of the NY/Metro Chapter. His presentation resulted in conversations between aviators and mariners. On March 6, ADS hosted a Joint Oceanic Search and Rescue Conference at Flight Safety International, Teterboro, NJ. The aviators were concerned with what they were hearing from the mariners, in particular, the time needed to stop a ship underway in mid-ocean. Another issue of concern was learning about freeboard and that it could have a large impact on the ship’s ability to rescue survivors. (View on Maritime TV at: http://www.maritimetv.com/Events/Joint-Oceanic-Search-and-Rescue-Conference/).

Steps are now being taken to organize a cross disciplinary advisory board that will bring together all of the major stakeholders and create the grounds for open collaboration between the various parties. Once organized, this board will create a framework for an enhanced cooperative water landing response.

As to the skills versus technology question, Mr. Stabile explained. Starting with a compass, quadrant and astrolabe, progressing to the sextant and now GPS, he suggested that there are ways to perpetuate skill through training in core principles while assimilating new technological advantages. In the case of navigation, geometry is the underlying principle and as long as we are educating midshipmen on the core principles, we will ensure a skill-based redundancy against technological failure. The challenge is, “How do you automate the things humans are terrible at without automating the things that humans are excellent at.”
CAMM PDC and AGM 2018

Captain Peterlin w/Port of Galveston display // Reba and Captain Jim Cleary, Captain Hartnett & Deb Hartnett

Captain Roth, Captain Cowan, and Chief Mate Kate Fossati// Floy Ann and Captain Aschemeyer

Father Sinclair Oubre, Captains Barrere, Zabrocky and Jones // At the AGM
The Council of American Master Mariners, Inc.

June 2018

Sidelights

25

CAMM PDC and AGM 2018

Captain Hunziker, Rear Admiral Rodriguez, Captain Klein // Captains Moore and Quick

Captain Aschemeyer, Randy Morton, Captain Zeluff // Captains Niem and Roth

Center top Captains McCright, Halsall, Hunziker and Walsh // Middle TUGMA Color Guard opened the Conference

June Mallard and Cadet Farland // Sponsorship Board at the Conference

Lunch at the PDC // Captains Chriss Carson, Scott Putty, Don Marcus and Mrs. Carolin Putty
Captain Scott Putty expressed his view that Deck Officers should be required to take Bridge Team Management (BRM) Training every five years. Based on his 21 years as Master, coupled with his experiences teaching BRM at Texas Maritime, Captain Putty has concluded that one of the best ways to help prevent maritime casualties is through the constant reinforcement of the principles taught during BRM Training.

Rarely is a maritime casualty the result of a single point error caused by one person. Usually it is multiple errors caused by multiple people. It is a variety of things that fit together in the “swiss cheese model” that lead to a casualty.

“What I have taught students and what I believe in is that BRM is the technique we use to break the error change,” said Captain Putty.

There are four main components of good bridge team management: 1) Decision Making - is the person making the decision at the time, the one that should be making the decision? 2) Situational Awareness - the bridge team needs to understand that new technology can cause problems due to over reliance on it. They must use all of the tools at their disposal, including looking out the port-hole to ensure proper situational awareness. 3) Communications - the Master must facilitate good communications. He/she should make others aware of their plan as they may see something he does not. 4) Teamwork - a critical part of good BRM, not just the exchange of information, but attitude.

During his presentation, Captain Putty continued to circle back to Situational Awareness as one of the key components of avoiding a marine casualty. He noted that, “technology gives great information but not all information.” The lack of situational awareness affects timely decision making. Additionally, he found that there is not proper understanding of the Rules of the Road resulting in vessels not taking early and substantial action.

With the increased use of ECDIS (Electronic Chart Display and Information System), Captain Putty has observed an over reliance on ECDIS, and he has seen a trend toward what he labeled “Line Mentality.” In congested waters, there are more and more ships that do not move off the course “line” displayed on the ECDIS resulting in too many close quarter situations.

Captain Putty said that the first ECDIS assisted grounding may have been the chemical tanker, Ovit, which grounded on the Varne Bank in the Dover Strait in 2013. The watch officer followed the track shown on the ECDIS display. The fact that the ECDIS course took the ship directly over Varne Bank went...
Captain Rob Jones of the National Transportation and Safety Board (NTSB) began his presentation by immediately addressing the Conference theme, “Are Mariners Losing Their Navigational Skills to Technology?” He noted that younger people today cannot navigate a city without using GPS and that we now use matches and lighters instead of sticks to start fires. If you do not use a skill often enough, because of technological advances, you will forget how to use that skill.

During his address, Captain Jones used the example of several marine casualties to illustrate how bridge teams often fail to choose the best tool available when navigating in restricted areas. The Delta Mariner had a local pilot at the con when it collided with the Eggner Ferry Bridge in the Tennessee River even though the course line on the paper chart and electronic chart were correct. The NTSB found that the cause was “the bridge team’s exclusive reliance on the contract pilot’s incorrect navigational direction as the vessel approached the bridge and their failure to use all available navigation tools to verify the safety of the vessel’s course.”

In the case of the Cosco Busan’s collision with the Oakland Bay Bridge in 2007, the Pilot had always used the Radar’s Variable Range Markers to get through the center of the span, but in this case, he had to take information from ECDIS, a system with which he was unfamiliar. In 2015, the Connor Bordelon ran over a capped oil rig that blew up due to the collision. There was extensive modern electronic navigational equipment on the bridge. This should have enabled the navigation team to avoid the rig but the bridge team may not have been trained to use the new equipment. A collision between the Summer Wind and tug Miss Susan was due to lack of direct radio communication and the failure of VTS to intervene in a timely manner.

A question and answer dialogue followed and Captain Jones stated that the NTSB has not determined a probable cause that suggests the loss of a previous skill has contributed to an accident. What they have seen is an over reliance on technology. Additionally, there is a great deal of deference to new technology while at the same time there is a dismissing of tried and true methods of navigation. He noted that training on electronic navigational equipment is certainly necessary but modern navigational electronics may have too many layers and settings for operators (Captains and Deck Officers) to be able use the equipment as intended. In summary, “If you don’t use it, you’ll lose it.”

Captain Rob Jones is a 1980 graduate of Maine Maritime and joined National Transportation Safety Board (NTSB) in 2003 after retiring from a long seagoing career that included 13 years as Master. At NTSB he received a baptism under fire as there were 33 deaths due to maritime accidents during his first 6 months on the job. He said that one positive that comes from a NTSB investigation of marine accidents is the robust discussion of the cause and what corrective action can be taken.

“That which is used, develops.
That which is not used, wastes away.”
- Hippocrates
Captain Cal Hunziker addresses members at the AGM

Taking notes at the AGM

Breaking the Error >>> cont’d from page 26

 unnoticed and no one had double checked to ensure there were no obstacles on the proposed course. To make matters worse, the watchstander had such poor situational awareness that it took him 19 minutes to realize the vessel was aground.

Situational Awareness also includes adequate bridge manning and proper equipment setup. The Master must understand and account for fatigue. Captain Putty noted that grounding occurs most often on the Chief Mate’s watch. Why? Because the Chief Mate is the most fatigued person aboard. Improper equipment setup is another common error, in particular leaving the bridge-to-bridge VHF radio on the wrong channel.

Captain Putty proposed that the Voyage Data Recorder (VDR) should be used for onboard BRM training. Manufacturers could make VDRs more user friendly which would allow for Masters and watchstanders to review the bridge team’s performance. This would make it possible to evaluate procedures and identify problems. Training using the VDR could take the form of a casualty analysis - are personnel in the needed location, is bridge equipment on the proper setting, are there distractions (music, conversations, cell phones), is there good situational awareness, etc?

Asked why Masters allow music on the bridge, Captain Putty said that there is no regulation against it, but he conceded that it is a real problem. He said that other industries allow background music on operating platforms, but talk radio or a spots broadcast are huge distractions. This is a policy under the Master’s control.

When asked how he used simulators to train bridge teams, he said that it was a real challenge to make students use other pieces of equipment other than the EDCIS. When he suggested that the 100-fathom curve used to plot a line of position, students did not have a clue of what he was talking about. He contends that, next to looking out the window, the two most reliable pieces of equipment on the bridge of a ship are the radar and fathometer. These are the “dumb equipment” - rays out, rays back; rays down, rays up.

The EDCIS is a “screen magnet,” and unless there is constant re-enforcement to use other bridge equipment, mariners will lose their proficiency in basic navigational know-how. Captain Putty concluded by saying that, Masters of modern vessels must train, train, and re-train their people in basic skills or even the most experienced mariner will lose those skills.
The Council of American Master Mariners presented the 2018 LaLonde “Spirit of The Seas” Award to Captain RJ Klein at the Closing Dinner of their Annual General Meeting. Captain Manny Aschemeyer introduced Captain Klein, noting that his nomination centered not only on his accomplishments during his professional years, but more importantly upon what he continues to do for the maritime industry in his retirement.

Captain Klein graduated from the United States Merchant Marine Academy (1969) and sailed continuously for the next 38 years, 28 years as Master. During his seagoing career, Captain Klein rescued three people, a dog and a cat from a sinking sail boat in the Caribbean; stopped his ship in near French Frigate Shoals to re-provision Peter Bird, an adventurer attempting to solo-row the Pacific Ocean; dealt with multiple stowaways from the Dominican Republic, and successfully avoided several major hurricanes and typhoons.

In his introduction, Captain Aschemeyer noted that Captain Klein has served four years as CAMM’s National President. He has helped the organization to become better known throughout the industry while ensuring that CAMM’s voice is heard in Washington, D.C. For the past five years he has represented CAMM at the Sail-In to Congress and lobbied Congress on behalf of CAMM. In 2015, Captain Klein became the Editor of Sidelights Magazine which continues to be the public face of CAMM. He recently took the lead in the redevelopment and makeover of the CAMM website. Together with Captain Dave Boatner, the CAMM website has raised CAMM’s profile with a variety of modern attributes. This will be of benefit to our current members and encourage new members to join (www.mastermariner.org).

Closer to home, Captain Klein has been the President of the Seattle Pacific Northwest Chapter for 10 years, leading the Chapter’s involvement in local maritime issues. In 2007, he spearheaded the first annual golf tournament for the benefit of the Youth Maritime Training Association (YMTA – www.ymta.net). In 2010, it was re-named the Bob Magee Memorial Golf Tournament and to date has raised over $78,000. Through YMTA, a $5,000 CAMM Scholarship is now awarded annually to a student interested in pursuing a maritime career. Captain Klein continues offering his counsel, advice and recommendations to the CAMM Council.

“I’m privileged to make the presentation tonight. RJ Klein is a very special person. He’s like the proverbial “Energizer Bunny” – but on steroids! I don’t think CAMM has ever seen (or enjoyed) having such a hard-working, selfless, dedicated, creative, humble, and dynamic member like him in all our history. I would have been delighted to have him as my Captain. It is my great honor and privilege to present the Lalonde Award to Captain Richard Jay Klein,” Captain Manny Aschemeyer

“Captains are a small fraternity and I was privileged to join that group at an early age. Like many in this room I thoroughly enjoyed my time at sea. Tonight, I am privileged and humbled to join an even more select group of mariners – Lalonde Award Winners. Thank you Captain Aschemeyer for nominating me and the Lalonde Committee for selecting me. As a recent recipient so eloquently said – ‘This Award means a great deal to me as it is presented by my peers.’”

-Captain RJ Klein

Thank you for re-electing me and I look forward to serving you and CAMM during the next two years. Our CAMM Roster is losing ground in spite of some good efforts on the part of some to bring in new members. We all need to reach out and bring in NEW MEMBERS to strengthen our base.

At the Navigation Safety Advisory Council (NAVSAC) meeting last November, the U.S. Coast Guard announced that it would like to actively monitor all near-miss reports offered by Masters on U.S. flagged ships. On behalf of CAMM, I advised attendees that CAMM would recommend that Masters NOT submit near-miss reports to the USCG. The reason is that punitive action could be launched against the submitting Master by the agency asking for the report. The Federal Aviation Administration requires near-miss reports to be submitted by airline, military, and private pilots. The reports are entered into a database handled by National Aeronautics and Space Administration (NASA). NASA then produces anonymous near-miss reports with no dates, names, or company identifications. The information is used for training, and lessons learned in a healthy and productive way. If US ship Masters are required to report near misses, I propose that CAMM would be the No Government Organization (NGO) best suited to handle these reports. CAMM would be an independent, honest broker. It would also serve CAMM by giving the organization added viability, recognition, and purpose for the future.

In March, I was part of a review team at the USCG’s National Maritime Center (NMC) in Martinsburg, WV. Our task was to read, evaluate, and comment on questions and answers being considered for use in deck license exams. The panel was asked to consider over 700 potential license exam questions - we managed to get through 500. After the exercise, it was learned that there are only six staff at the NMC with any real commercial maritime experience and three of them are retiring later this year. They are in need of expertise from experienced mariners. If any CAMM members live close to Martinsburg, WV, I encourage you to apply to become a maritime industry advisor to help keep the license exam questions relevant and pertinent. I felt CAMM’s participation in this task was worthwhile.

The annual Maritime Industry Congressional Sail-in was a resounding success. I participated, along with First VP, Captain Joe Hartnett, and Past National President, Captain RJ Klein. Representatives from all segments of the maritime industry – both afloat and ashore, management and labor – participated to support legislations impacting the good of the American Merchant Marine. Groups of four or five were assigned to visit Senators and Representatives or their staff. On a separate day, Captain Klein and I met with several Congressmen and their staffs on CAMM specific items. In particular, we asked that the Seaman’s Manslaughter Act be eliminated or changed to make the burden of proof in-line with other manslaughter acts. We had good feedback which can be discussed later during the meeting.

National Officers’ Reports

National Officers and Chapter Reports presented at the AGM can be found in other sections of Sidelights as follows:
For the Secretary/Treasurer Report see page 8. For the Vice Presidents, Sidelights and Chapter reports see “In the Council” starting on page 12. CAMM’s IFSMA Representative Report is on page 39.
Election of Officers

After the adoption of the agenda and the approval of the 2017 AGM Minutes, Captain Cowan appointed a Ballot Committee consisting of Captain John Peterlin (# 1839-S), Chair; and members Captain Don Moore (# 1513-L), and Captain George Zeluff (# 2530-RU) to conduct the elections.

The committee left the meeting and collected the ballots at the designated Galveston Post Office. They retired to a conference room and counted the ballots. Captain Peterlin confirmed the elections of the following National Officers (all ran un-opposed) : National President, Captain Jeff Cowan; 1st Vice President Captain Joe Hartnett; 2nd Vice President Captain Pat Moloney; Secretary/ Treasurer Captain Manny Aschemeyer; North Atlantic Vice President, Captain Frank Zabrocky; South Atlantic Vice President Captain Elizabeth Clark; Gulf Vice President, Captain Augusta Roth; South Pacific Vice President Captain Klaus Niem; and North Pacific Vice President Captain Cal Hunziker.

The only change on the ballot since the last election was the Gulf Vice President. Captain Roth takes over for Captain Mike McCright. It was noted that Captain Clark passed away on April 12, (see page 10) and Captain Cowan will appoint a member to serve her term. Complete election returns will be available in the 2018 AGM minutes.

Positions and Views

Positions Chair, Captain Frank Zabrocky, led the discussion on CAMM’s current positions and submitted views. Due to time constraints, Captain Zabrocky proposed that current positions be continued, with the understanding that positions which included reference to specific resolution numbers or dates be amended to accurately reflect the current number or date. A motion to that effect was made, seconded, and approved.

Captain Klein updated the progress on Position 2007-06, Seaman’s Manslaughter Act. He advised that he and Captain Cowan had spoken with Congressman Garamendi and several congressional staff members about CAMM’s Position 2007-06. They were advised that criminal statutes are addressed by the judicial committees before being presented to Congress for a vote. It was recommended that CAMM provide more detailed information about the Act and outline what CAMM would consider a favorable resolution. It was also suggested that CAMM should provide staff with a list of organizations or law enforcement bodies that may be opposed to a change or elimination of the Seaman’s Manslaughter Act.

New View: View 2017-01 was presented by Captain Ed Higgins on behalf of the New Orleans Chapter as follows: CAMM supports the right of the ship’s Master, in accordance with SOLAS provision to exercise whatever lawful means or measures are deemed necessary to ensure the safety of the vessel, including, but not limited to direct communication with any supporting agency, notwithstanding an owner or operator generated policies or procedures to the contrary.

They asked that the membership adopt this View as a Position. The intent of the new View is to support the Master’s ability in an emergency to directly contact any agency he deems necessary for the safety of the ship. Understanding that the Master is subject to company emergency policies and procedures, he should have the authority to use his best judgment concerning who to first contact for assistance. A robust discussion followed. Captain Quick pointed out that we do not need this position as the Master is already guaranteed this authority under the ISM (International Safety management) Code, Section 5.2. Others felt that in light of the El Faro tragedy, there is a need to reinforce support for the Master’s authority in this regard.

After continued debate, it was decided that the Positions Committee, with input for concerned members, would write a more concise View and submit same to the BOG for approval.

New Business and VP Restructuring

First Vice President Captain Hartnett chaired the afternoon portion of the meeting. The location of the next AGM was discussed. It was agreed that it would be held on the US West coast, the exact place and date to be determined by the BOG.

On behalf of the LA/LB Chapter, Captain George Zeluff (#2530) presented the idea that CAMM should consider a restructuring of its Vice Presidents to better meet the needs of the organization. A discussion followed and it was determined that such a proposal should be formally submitted to the BOG for consideration. Any change in the structure of the National Officers will need to be submitted as an amendment to the Constitution Committee. If approved by the committee, the amendment(s) would need to be voted upon by the membership at a future AGM.
The Profession of Shipmastering:

Captain Hartnett then introduced Captain John Cartner (#2574) who joined the meeting via Skype (courtesy of Maritime TV) to discuss his recently published paper, “The Profession of Shipmastering.” He opened by asking if we, as Shipmasters, are a profession or a trade? Before pursuing the question, Captain Cartner gave a brief history of how our profession evolved from the British Merchant Navy. During the latter part of the 15th century, a ship captain was both the sailing and fighting captain. The British Royal Navy developed a system of a Captain and a Sailing Master. The Sailing Master was responsible for the proper handling of the ship while the Captain was in charge when the ship went into battle. In 1743, the Royal Navy split from the Merchant Navy, and that is when the profession of shipmastering became codified. Ship Captains became Masters, the technical experts on how to run the ship. After World War II, IMO began to define the position of Shipmaster. Today, Masters are more regulatory managers than Ship Masters, though we must still perform the shipmastering job.

Captain Cartner then began discussing the true meaning of a profession, by asking “Are we a trade? – no, under IMO we are managers. Are we a profession – maybe and that is where the argument starts.” He stated that there are characteristics of a profession. One of which is a closed body of knowledge. A profession requires many years of education, training and experience to obtain the senior rank of the profession. However, most professions, like lawyers and physicians are self-regulating and have a code of ethics based upon what you do and how you do it – not good or bad like morality – but right or wrong.

Captain Cartner suggested that CAMM should take the first step toward promoting Shipmastering as a profession by developing a Code of Ethics. This code would be based on the nine duties of a Master, which are:

1. To Self – (Physical, STCW, Licenses, etc.)
2. Vessel and nearby vessels
3. People – aboard and nearby
4. Cargo and gear aboard and near-shore
5. Private Authority Owner, charterer, etc.
6. Underwriters and agents
7. Public Authority
8. Voyage
9. Environment – exterior and interior

We can develop a code of ethics from these basic duties and CAMM should do this in conjunction with IFSMA and other Masters’ Associations. It elevates us. When a Master is brought up on charges, having a code of ethics gives us the ability to lobby regulators on the need to have a body of people (CAMM) to advise them.

After discussion, a committee consisting of Captain Cartner, Captain Hunziker, and Captain Moloney, was approved by the membership to pursue the ideas presented by Captain Cartner. You can read Captain Cartner’s paper on the Profession of Shipmastering in the February 2018 edition of Sidelights and you can view his Skype presentation to the AGM at: http://www.tvworldwide.net/Player?VID=maritime/180430_Maritime_CartnerVideo.mp4

Board of Governors Meeting

Directly after the AGM, the Board of Governors (BOG) convened its annual meeting. First Vice President, Captain Joe Hartnett, chaired the meeting. The location of next year’s AGM was discussed and it was decided that it would be on the West Coast. San Diego, LA/LB, and Sacramento were suggested as possible venues, but due to President Captain Cowan not being in attendance, the final location was deferred. The BOG will confer via email and make a determination in the next two months.

Captain Zeluff attended the meeting representing the LA/LB Chapter and presented a proposal for a reorganization of CAMM’s Vice Presidents. The proposed change would have the VP positions be task based as opposed to the current geographic based structure. As this was also discussed at the AGM, it was decided that the BOG would consider the idea and make recommendations to the Constitution Committee as appropriate.

Captain Zabrocky suggested that CAMM should consider becoming a presence at the Connecticut Maritime Association Shipping Conference. This is an international shipping and trade event held yearly in late March. It attracts over 2,000 people from across the maritime Industry. Last year it featured presentations on autonomous ships, bunkering and the El Faro. Being involved in this event would raise CAMM’s public profile.
A Proposed Code of Ethics for Ship Masters

In the February 2018 edition of Sidelights, Dr. John A. C. Cartner discussed a number of goals that the community of Ship Masters should accomplish in order to elevate the position of Ship Master to the status of a profession in the view of the public. One of these goals is establishing a code of ethics for the profession. Each Ship Master undoubtedly operates by his or her own code of ethics that is informed by the rules of the owner or charterer, regulatory requirements, the guidance of past mentors, and the traditional responsibilities of the master. If we were to ask all Ship Masters to put their personal ethical rules in writing and then compared all the lists, we would likely find a core of nearly identical ethical principles. Some of these principles are instilled through our professional training, some are mandated by statutes and regulations, and others are understood implicitly without being prescribed by an authority.

With the understanding that intuitive yet largely unwritten ethical rules already exist among Ship Masters based on the traditional roles and responsibilities of the master, we can begin by describing some of the objectives that a code of ethics should have:

- It should endeavor to uphold the high standards already established by American Ship Masters.
- It should reflect the dignity and honorable history of the profession.
- It should acknowledge the responsibility of the Ship Master to his or her colleagues in upholding the standards of the profession.
- It should delineate the responsibility of the Ship Master to his or her subordinates in passing on the knowledge and practices of the trade.
- It should acknowledge the merchant character of maritime shipping and the commercial responsibilities of the Ship Master.
- It should reflect the modern responsibility and authority of a ship’s master in regard to preserving the safety of the crew and preventing pollution.
- It should acknowledge the responsibility of the Ship Master to the general public.

In addition to these objectives, we can establish some additional guidelines. First, the code of ethics must be sufficiently broad to cover all areas of the trade in which a Ship Master may be engaged. We cannot argue that we are a profession unless we all hold ourselves to the same professional standard. Second, the code of ethics should have as its audience the public at large, so that it can be understood by someone with no previous exposure to the maritime industry. It should tell the public who we are and what we stand for, even if that means pointing out ethical principles that are self-evident to the Ship Master.

With these guidelines in mind, I propose a list of seven principles that would form a code of ethics for Ship Masters:

1. A Ship Master shall at all times safeguard the vessel, her crew, her cargo, and the marine environment.
2. A Ship Master shall uphold the standards of the profession and be honest in all professional encounters.
3. A Ship Master shall maintain the ship’s schedule so far as possible without incurring unnecessary damage to hull or machinery and shall operate the vessel as efficiently as allowed by operational requirements.
4. A Ship Master shall respect the laws and regulations of cognizant Companies, Agencies, and Governments and shall recognize a responsibility to seek changes to those requirements that are contrary to safety and good seamanship.
5. A Ship Master shall safeguard the privacy and confidentiality of his or her Company, cargo interests, and sponsors.
6. A Ship Master shall promote and support the training and professional development of all members of his or her crew.
7. As Ship Master shall render assistance to any person in danger of being lost at sea, so far as assistance can be provided without serious hazard to the safety or security of his or her vessel.

I present these objectives and principles as a starting point for discussion. I hope to hear feedback from other members and to see discussion in these pages in the near future. Establishing our willingness and ability to prescribe a code of ethics for our own self-regulation will move us further in the direction of elevating the status of Ship Masters around the world. 🙏

Editor’s Note: Captain Stephen W. Scott is a 2010 graduate of the New York Maritime Academy. He holds an unlimited Master’s license and a M.S. in International Transportation.

Captain Moloney addresses the AGM
Captain RJ Klein noted when introducing the Keynote Speaker, Rear Admiral Mike Rodriguez, that he was a 1979 graduate of the United States Merchant Marine Academy and had sailed as a ship’s officer for 17 years. In subsequent years, Admiral Rodriguez became involved in many facets of the Maritime Industry and has worked for Nautical Technology Corporation (NTC) in New York, at the International Organization of Masters, Mates & Pilots (MM&P), and the House of Representatives’ Subcommittee on Coast Guard and Maritime Transportation. He serves as a Captain in the Navy Reserve, and from 2011 through 2014, he served in several active duty assignments supporting military sealift and maritime security. In 2014 Admiral Rodriguez was appointed as the Deputy Maritime Administrator in the Department Transportation’s Maritime Administration (MARAD). In January of 2017, he became the 15th Superintendent of the Texas A&M Maritime Academy in Galveston.

Admiral Rodriguez started his speech by entertaining the audience with his recent education in how to speak to a Texas audience. He has learned that it is mandatory to start by saying “Howdy.” In Texas, this evokes an immediate response of “Howdy,” which brings everyone in the room together. He said that his present job as Superintendent of Texas A&M Maritime Academy is the best job he’s ever had. Admiral Rodriguez spoke about the traditions at the Academy and their importance in uniting the Corps. He noted that the Midnight Yell was inspiring and that “Silver Taps” for the loss of a T&A person was profoundly moving. He continued by updating those present about the current state of the Academy. There have been major improvements to buildings on Campus. Admiral Rodriguez oversees the Corps of Cadets which presently stands at 499 Cadets. Of those, 419 are in the license option program, with 350 of those in the deck program leaving only 69 in the engineering license program. He recognizes the disparity in the programs and is committed to have the programs become more balanced.

Admiral Rodriguez stated that “We aspire to be greater than we are.” One of the ways to reach that goal is by partnering with other schools. To that end they will be co-hosting an upcoming maritime workforce conference with San Jacinto (San Jac) Junior Community College. San Jac may soon be designated as Maritime School of Excellence by MARAD.

Texas A&M Maritime Academy is working to bring a suitable training ship to Galveston. They have been without their own ship for over 12 years. Admiral Rodriguez noted that it will be 8 to 10 years before the current NSMV plan will enable them to have their own ship. He said that the lack of a dedicated training ship for their students is detrimental to their program and places a financial hardship on the school and cadets. As this may not be sustainable there is a need to change the status quo. The Academy is currently planning to charter the TS Kennedy from MARAD for this year’s training cruise. Admiral Rodriguez stated that “We are committed to our mission and when we are through with the present crisis we will start to move ahead and plan for the future of the Academy.”

Admiral Rodriguez next turned his attention to the Conference theme – “Are Mariners Losing Their Navigational Skills to Technology.” He remembered the first ARPA he dealt with was unreliable and that his fallback position was plotting on the radar reflector. At this point, he stopped to explain what a radar reflector was as he realized the Cadets in the room had no idea what he was talking about. He then gave real life examples of instances where he was on watch and electronic equipment failed. Due to his training he was able to use his sextant or plot on the radar screen with a grease pencil to safely navigate the ship. Today’s mariners do not have these fallback skills.
This brought him to the question of how to prepare the mariners of the future. In addressing this question, Admiral Rodriguez noted the rapid change around the world in both culture and technology. Especially concerning, is the rate of change in technology. He demonstrated this rapid change with a chart that showed it took more than 50 years after the invention of the telephone for it to be in 50% of homes. Conversely, it took just eight years for the smart phone to reach 50% of homes.

Noting that older teachers have back up skills, Admiral Rodriguez asked how this knowledge can be passed to their students and still have the time to properly prepare the future mariner to be competent and abreast of current technology? He also wondered if, by teaching so rigidly to compliance, are we stifling creative thinking? For a definitive answer for how today’s deck officers should be trained, Admiral Rodriguez said, “I don’t know; I do not have the answers.” He asked CAMM members to think about solutions and suggested that perhaps the younger generation will provide the answer. It will take a collective effort to develop a curriculum that will satisfy the regulatory requirements and give the students the needed tools to navigate the ships of the future.

Next Annual General Meeting and Professional Development Conference will be held on the West Coast. Possible locations include: San Diego, Los Angeles/Long Beach, Sacramento. Details in the next issue of Sidelights and on the web.
CAMM Closing Dinner 2018

Photo left: Rear Admiral Jim Watson (USCG, Ret), Captain Joe Hartnett and wife Debbie. Photo right, Ms. Nelly Marie Andre, Lutton McCright, and Captain Mike McCright (Instructor at Texas A&M Maritime Academy) enjoy dinner with a cadet from Texas A&M Maritime.

Photo left: Ms. June Millard and Captain Janice Walsh. Center: Rear Admiral Mike Rodriguez interacts with Cadets from Texas A&M Maritime Academy. Photo right: Captain Klaus Niem and Ms Jackie Moore.

Top left: Captain George Quick and Father Sinclair Oubre. Bottom left corner: Ms. Lyn Klein and Captain RJ Klein. Center: Members of the CAMM Cadet Chapter at Texas A&M Maritime Academy attended the Closing Dinner. Photo on right, Captain Ed Higgins and Captain Pat Moloney enjoy a pre-dinner libation.
CAMM National Officers Participate in the 2018 Congressional Sail-In

In March, National Officers, Captains Jeff Cowen, Joe Hartnett and RJ Klein took part in the annual Sail-In to Congress in support of the US Merchant Marine. Before and after the Sail-In, they talked with congressional representatives on behalf of CAMM and CAMM related issues.

First Vice President, Captain Joe Hartnett (far right) with Staff Member from the office of Senator Brian Schatz (D-HI)

National President Captain Jeff Cown (3rd from left) with Staff Member from the office of Senator Maggie Hasson (D-NH)

BOB MAGEE MEMORIAL GOLF TOURNAMENT
Mount Si Golf Course
AUGUST 30, 2018

1000 Shotgun Start
$5,000 Hole-In-One Contest!
Free subscription to Golf Digest for every golfer.
Contest prizes include Persimmon Putter, Callaway Club Set, Flat Screen TV, & More!

https://www.planmygolfevent.com/31703-BobMageeMemorialGolf2018/

This tournament honors Bob’s commitment, dedication and support for the Youth Maritime Training Activities (YMTA) and the Puget Sound Maritime Community. We are privileged to have Bob’s name associated with the tournament. Proceeds will go to YMTA.

We are Seeking Golfers and Sponsors
Great Golf for a Good Cause

Photos courtesy Paul Fitzgerald

Arwork courtesy Freepick.com
New Members and Changed Membership Status

Welcome Aboard
You now have all the benefits of membership!

#3472-A Captain Paul Wiedenhoeft
Unlimited C/M License
Retired USCG Captain, former USCG Sector Commander for LA/LB Harbor
Resides in Norfolk, VA
Sponsored by Captain Aschemeyer, # 1548-RU

#3473-A Mr. Randall G. Morton
30 years as Maritime Professional in ship repair
License - 3/AE Any Horsepower, Retired 2005
Resides in Palm Desert, CA
Sponsored by Captain Aschemeyer, # 1548-RU

#3474-RP Captain Emil A. Muccin
Professor at USMMA, serves as VP, NY Metro Chapter
Resides in Valhalla, NY
Sponsored by Captain Bob Anderson # 3349-RU

Membership Upgraded from “AC” to “AL”
Congratulations on your promotion to Master!

# 3437-AL 3rd Officer Nicholas Seferos
Graduated CMA 2017
Currently working for Western Towing Co. in Seattle, WA

CAMM Swag for Sale

$20 Baseball caps
White or navy

$35 Polo Shirts
White or navy
Adult S-2XL

$35 Pocket Polo Shirts
Navy Only
Adult S - 2XL

$25 Wall Clock
Battery operated

$15 Travel Mug
Stainless Steel, 12-oz. insulated

$10 Coffee Mug
Ceramic, 12-oz.

$20 set includes:
4GB USB drive, set of 4 coasters, and pen

$5 Lapel Pin
Not actual size

Contact Captain Manny Aschemeyer to place your order.
Price includes tax, shipping and handling.
Report from Buenos Aires, Argentina

The 44th Annual General Assembly was held in Buenos Aires, Argentina the last week of April. Our first official priority was the quarterly meeting of the Executive Committee (ExCo). Unfortunately, this meeting was taken up in its entirety by the resignation of our Secretary General, Commodore Jim Scorer. His resignation letter had been presented at a committee meeting the week before, and as can be imagined, caused quite a stir.

We first covered the contents of Commodore Scorer’s letter, asking for clarifications on certain sections. We learned that the reason behind his need to resign was a deteriorating medical condition, and the fact that he could not sit for more than half an hour at one time which would greatly impact his ability to attend meetings, in particular at IMO. In addition, Paul Owen’s wife suffered two strokes in March cutting back the amount of time Paul will be able to fill in for Commodore Scorer, both at IFSMA headquarters and at IMO. A bright spot during this meeting came to light when Commodore Scorer agreed to stay on until IFSMA finds a new Secretary General and they could perform a proper handover. Furthermore, Commodore Scorer will help in the search for his replacement. Good news indeed.

We were also informed at the ExCo Meeting that the Nautical Institute announced that the rent for our desk space in their building would be doubling in July 2018 from 15,000 BP to 30,000 BP per year. This came out of the blue and was not well received by the ExCo. We are presently looking for other quarters and I will report on this as the search progresses.

As a result of the foregoing, the General Assembly was presented with a series of Resolutions to deal with these matters. The most important Resolutions and President Hans Sande’s letter concerning Commodore Scorer are presented separately in this report. The resolutions were discussed by all delegations present and passed unanimously. The resolutions were also presented at the CAMM AGM in Galveston the first week of May and again reaffirmed by the United States Chapter of IFSMA. The last agenda item was the election of new officers, where I was re-elected as an ExCo Vice President for the next four years. For the complete AGA Report: https://www.ifsma.org/tempannounce/aga44/44th%20AGA%20Report.pdf Not to let you think that it was all meeting, meeting, meeting. I will give you a short outline of my day in Buenos Aires. Up at 0700 to get ready, then breakfast. The transport at 0800 to our meeting place at the offices of Capitanes de Ultramar. Meetings with a 30-minute lunch break until 1700. Then, transport back to the hotel for a quick shower and change to be picked up for evening entertainment, returning sometime between midnight and 0200 and some rest before starting the next day.

I must complement our hosts in Argentina, especially Captain Marcos Castro. They not only provided us with perfect meeting arrangements, including a wireless translator for the speeches and papers, but transportation and lunches that were outstanding. The social arrangements were also first class and all of the delegates were treated as part of their family. After a very delightful send off Friday night, I was back on the plane Saturday evening for a Sunday arrival back in Houston. 
Letter from Captain Hans Sande, President IFSMA

30 April 2018

Dear Members,

On the 20th of April myself, Marcel van den Broek, Fritz Ganzhorn and Jim Scorer met as a Working Group to produce an IFSMA Communications Strategy for the Executive Council. However, at the very start of the meeting Jim briefed us on his ongoing and worsening health issues and that he had been advised by his Consultant Physician of the need to significantly reduce his current workload and preferably retire. After considerable thought and discussion with his family, Jim has decided that it would be in the best interests of IFSMA and his health if he were to resign. However, Jim stated that he would continue to work as he does presently until such time as a suitable replacement is recruited and a full handover has been completed.

As you can imagine, it was a shock and surprise to us all and led to significant debate. It was therefore agreed that it would be better value if the small group were to discuss the full ramifications of Jim’s resignation especially as he is working very much on a Full-time basis but on a modest Part-time salary. It was agreed that Jim had done much to raise the profile of IFSMA over the last 2 years and it was felt that IFSMA’s standing at the IMO and other International Organisations was at the highest level any of the Committee had known in the last 14 years or more.

IFSMA is currently paying Paul Owen to work 100 days a year and Jim 150 days a year on a self-employed part time basis. In discussion with them it transpired that both are working between 250 and 300 days per year voluntarily to keep IFSMA running, improve our awareness around the world, represent us properly at IMO and improve our standing with other International Organisations. If IFSMA was employing them as employees and not as self-employed individuals, therefore paying for Pension, their holidays and days sick, it would work out that they are working between 80 – 90% of their time for IFSMA. We discussed that perhaps we should try and find a fulltime replacement for Jim on a Salary of between £60,000 – £80,000. However, a full-time employee would mean IFSMA would have to pay taxes and pension of approximately £10,000. Paul will remain as he is currently, and in the longer term we need to consider a replacement for Paul as he approaches retirement.

The Executive Council met immediately prior to the Annual General Assembly in Buenos Aires to discuss the situation I have outlined and to discuss how IFSMA could afford to pay for a fulltime Secretary General. IFSMA does have some reserve funds and it was agreed that some of the Reserve could be used to fund this requirement until March 2019, but an increase in Income from an increase in Membership Fees would be required. In examining the accounts a proposal for the increase in Fees was agreed and the proposals to the General Assembly are outlined in the attached Resolutions which includes the need for further reductions in expenditure to keep the increase in Membership Fees to a minimum.

The Executive Council also discussed the increased interest in Member Associations putting forward Candidates for Election to the Executive Council and showing a greater interest in wishing to become involved in developing IFSMA Strategy. It was therefore agreed that a proposal should be placed before a General Assembly for an increase in the size of the Executive Council to 10 Vice Presidents and to amend the number of votes available to Member Associations.

The attached Resolution Papers covers all of these points and it is the intention of the Executive Council to call for a Special Meeting of the General Assembly to be help in London on 18th September 2018. Formal Notice of this Special Meeting will be issued in accordance with Article 17 of the Statutes and Bye-Laws by 17th July 2018. In view of this I would be grateful for any comments you might have on the attached Resolutions by the end of June 2018.

Captain Hans Sande
Key Resolutions from the 44th Annual General Assembly
Buenos Aires, Argentina, 26th and 27th April 2018

1. Following the increased interest by Members in seeking election to the Executive Council and recognising the need to involve more Members in the running of IFSMA, the Executive Council put forward the following proposal:

RESOLUTION 44/01

That the Statutes and Byelaws be amended to increase the number of Vice Presidents on the Executive Council from 7 Vice Presidents to 10 Vice Presidents.

2. Following the resignation of the current Secretary General, Commodore Jim Scorer, the Executive Council, in full agreement, propose that:

RESOLUTION 44/02

In order to carry on the work done by the current Secretary General in providing full and effective representation of IFSMA at the International Maritime Organisation and take forward the Strategic Plan into the future, the position of Secretary General be recruited on a Full-Time basis. To achieve this, there will need to be an increase in annual membership fees to £15 per Serving Shipmaster, both afloat and ashore, 2019 with a minimum fee of £1,000 per association and an increase in Individual Member subscriptions to £75, from 31 March 2019. The Executive Council further proposes that the Secretariat will take steps to reduce the running costs of IFSMA where possible and including the Annual General Assembly being replaced by a Biennial General Assembly. The first Biennial Assembly will be held in 2019 and every 2 years thereafter. The next election for the Executive Council will therefore be at the Biennial General Assembly in 2023 and the current Executive Council Members elected in 2018 will, exceptionally, hold office for a single 5-year period.

3. In discussing the above issue, the Executive Council were concerned that the current voting system needs to take into account the increased interest by a number of Member Associations in wanting greater influence on the running of IFSMA. Therefore, the Executive Council propose:

RESOLUTION 44/03

That Article 16.a, Voting and the Quorum, of the Statutes and Bye-Laws be amended as follows:

In all matters requiring a consensus of opinion, all Member Associations shall have:

<table>
<thead>
<tr>
<th>Members</th>
<th>Votes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 – 100</td>
<td>One</td>
</tr>
<tr>
<td>101 – 200</td>
<td>Two</td>
</tr>
<tr>
<td>201 – 300</td>
<td>Three</td>
</tr>
<tr>
<td>301 – 700</td>
<td>Four</td>
</tr>
<tr>
<td>701 – 1000</td>
<td>Five</td>
</tr>
<tr>
<td>1001 - 1400</td>
<td>Six</td>
</tr>
<tr>
<td>1401</td>
<td>Seven</td>
</tr>
</tbody>
</table>

A simple majority of those voting shall be sufficient, unless otherwise laid down in the Statutes and Bye-Laws. Voting may be affected in person, in writing or by electronic means. Proxy voting is permissible.

4. In discussing the election and voting process to become a Member of the Executive Council, the 44th Assembly propose:

RESOLUTION 44/04

That the Statutes and Byelaws be amended to reflect that nominations for positions on the Council should be lodged with the Secretariat no later than 30 days prior to the declared opening date of the meeting at which the election is scheduled to take place.

5. The 44th Assembly welcomed the proposal to increase the number of Vice Presidents on the Executive from 7 to 10 Vice Presidents. The Assembly unanimously agreed that to carry on the work done by the current Secretary General, provide full and effective representation of IFSMA at the International Maritime Organisation and take forward the Strategic Plan into the future, the appointment of Secretary General should be on a Full-time basis. In making this commitment, the Assembly agreed in principal, that IFSMA will have to raise the increased funding, highlighted in 2 above, but that this should be offset by making savings in the planned Budget, increasing the Membership and by Member Associations declaring their full Membership numbers of serving Shipmasters, both afloat and ashore. Additionally, the Assembly agreed that the Annual General Assembly be replaced by a Biennial General Assembly commencing in 2019 and every 2 years thereafter.
In response to increased Arctic shipping traffic, the United States and the Russian Federation have proposed a system of two-way routes for vessels to follow in the Bering Strait and Bering Sea. This was reported from US Coast Guard Headquarters in Washington, DC at the end of January. The two nations jointly developed and submitted the proposal IMO to establish six two-way routes and six precautionary areas.

To view or download the routes readers are invited to see the document here: http://tinyurl.com/y7q883jg

Located in US and Russian Federation territorial waters off the coasts of Alaska and the Chukotskiy Peninsula, the routes are being recommended to help ships avoid the numerous shoals, reefs and islands outside the routes, and to reduce the potential for marine casualties and environmental disasters. The proposed two-way routes will be voluntary for all domestic and international ships. No additional aids to navigation are being proposed to mark the recommended two-way routes and the routing measures do not limit commercial fishing or subsistence activities.

In the words of Mike Sollosi, Chief of the US Coast Guard Navigation Standards Division: “Over the past decade, the US and Russia have both observed a steady increase in Arctic shipping activity” Increased commercial and recreational traffic bring the increased risk of maritime casualties, said Sollosi, and the bilateral proposal for routing measures is designed to reduce that risk. He concluded with: “The U.S. Coast Guard is engaging international and interagency partners across borders in developing joint proposals for ship routes in waterways that we share.”

**Lifesboats**

Norway-based lifeboat manufacturer Norsafe reported early in January that it had developed a modern, partially enclosed lifeboat (known as a PELB) said to provide a secure and protective means of escape for persons in passenger vessels.

The Minima 88 unit is understood to be SOLAS compliant. It is an 8.8 metres loa craft with a width of 4.25 metres and a potential capacity of 150 persons. The craft has a signal-coloured canopy with white hull and streamlined exterior. There is a spacious cockpit amidships said to provide excellent visibility during embarkation with a good field of vision for the helmsman. Forward visibility is claimed as excellent and a roof hatch in the cockpit enables sight towards the davits during the lifeboat’s launching or retrieval.

Fast and efficient embarkation are facilitated through large side doors and seating is arranged on two levels. A mechanical steering nozzle offers optimum maneuverability. According to Norsafe an order has been received for six Minima 88 lifeboats from Xiamen Shipyard in the People’s Republic of China for the Finland-based Viking Line for a new ferry under construction and due to come into service in 2021 on Baltic routes from Turku to Stockholm. Norsafe can also provide crew training at Rosendal, Norway and Lavrion, Greece.
New Service Developed for Assessing Under Keel Clearance: Latest Efficiensea2 Advance

A new digital test service could make it easier for mariners to assess how tidal level and weather affect their plans to pass through challenging fairways where shallow water poses a hazard. Initially, for trial purposes, the service covers the Sound between Sweden and Denmark.

When going through shallow passages all around the world, navigators have to manually determine the best time to sail through, taking into account tidal levels, weather impact and the vessel’s under keel clearance. Soon, this may change as more data is collected. A new digital test service is combining detailed bathymetry, constantly updated tide tables and weather reports to show ‘comfort zones’ and areas to be avoided for vessels with different draughts. The service has been developed by the EU funded project EfficienSea2 and can be accessed on computers and tablets by those with a login to the web platform BalticWeb (see: https://balticweb.e-navigation.net/).

Christopher Saarnak, Project Leader for EfficienSea2 and Chief Adviser at the Danish Maritime Authority, says about the test service, “Rather than asking them [navigators] to combine data from sea charts, tidal tables, weather forecasts and the vessel’s draught, all while navigating the ship, our service would offer a way to do it automatically.”

Automated Safety Feature

At first, navigators have to check the platform BalticWeb, which is a demonstration platform used to test digital services, on their computer and/or tablet when using the Under Keel Clearance Service. The relevant data will then be added as another layer on charts of BalticWeb, clearly showing where it is unsafe to sail.

With time, however, Saarnak sees potential for making the service even more useful. “The better the data becomes, the less stress will be put on the navigators when sailing. This kind of service will also need to be thoroughly implemented if autonomous ships are ever to truly take off,” said Saarnak. The data for the service is delivered by the Danish Meteorological Institute, the Danish Geodata Agency and the Swedish Maritime Administration.

Saarnak noted, “A wide use of dynamic under keel clearance will give mariners an extra assurance when sailing through passages they are not intimately familiar with.” The work done on the new service draws inspiration from the International Hydrographic Organization working on a production specification (S-129) for Under Keel Clearance as well as from around the world, where a group of countries, perhaps most notably Australia, are investing in similar services.

An Autonomous Surface Vessel Begins Work

In mid-January, ASV Global announced the successful deployment of one of its C-Worker 7 class of autonomous surface vessels for Subsea 7, a seabed-to-surface engineering, construction and services contractor to the offshore energy industry. The seven-meter LOA autonomous surface vessel supported a pipelay operation off the coast of Egypt. Fitted with a survey suite comprising a multibeam echo-sounder and side scan sonar, the C-Worker 7 ASV carried out monitoring in support of the pipelay vessel. “This operation marks a huge step in realizing the potential of this technology and goes a long way to prove its operational readiness, particularly in a demanding offshore environment,” said Richard Daltry, Technical Director at ASV Global. The C-Worker 7 operated for a total of 37 days.

Use of the C Worker 7 replaced the need for an additional survey vessel resulting in significant cost savings. The C-Worker 7 resolved the technical challenge of surveying in very shallow waters whilst also removing the risk to personnel working at sea in small craft.
What is Needed to Regulate Autonomous Vessels

IMO Maritime Safety Committee Update

Discussions on how to address maritime autonomous surface ships have begun at IMO. The Maritime Safety Committee (MSC) is debating how to proceed with a regulatory scoping exercise, which is expected to touch on an extensive range of issues, including the human element, safety, security, interactions with ports, pilotage, responses to incidents and protection of the marine environment, for different levels of autonomy. Speaking at the opening of the 99th session of the MSC (16-25 May), IMO Secretary-General Kitack Lim said, “It is important that we remain flexible to accommodate new technologies, and so improve the efficiency of shipping - while at the same time keeping in mind the role of the human element and the need to maintain safe navigation, further reducing the number of marine casualties and incidents.” Mr. Lim also announced the formation of an inter-divisional maritime autonomous surface ships taskforce, within the IMO Secretariat, to support the work on this important matter.

Other matters on the busy MSC agenda include considering how the Polar Code provisions might be applied in the future to non-SOLAS ships, including cargo ships of less than 500 gross tonnage, fishing vessels and pleasure yachts. New and amended ships’ routing measures set to be adopted include those in the Bering Sea and Bering Strait, aimed at reducing the risks of incidents. They will be the first measures to be adopted in IMO for the Arctic region since the Polar Code entered into force on 1 January 2017.

Matters related to the goal-based ship construction standards for bulkers and oil tankers are also on the agenda. The outcomes of Sub-Committees will be considered, including various guidelines set for approval. The MSC will be updated on the reported incidents of piracy and armed robbery against ships. Amendments to the SOLAS convention are set to be adopted, alongside the latest set of amendments to the International Maritime Dangerous Goods (IMDG) Code. The MSC is being chaired by Mr. Brad Groves (Australia).
Single Window Ports

What is a “single window” and why do ports need one? What are the best practices when it comes to electronic business and port logistics? How is IMO supporting developing countries to get ready for the Facilitation Convention amendments which make electronic data exchange mandatory from 2019?

These and other questions about the role of ports in ensuring the smooth flow of trade by ship will be on the table for discussion at a special event on ports at IMO Headquarters on Monday 11 June. Expert panelists will also provide their views on how ports can contribute to sustainable development and share their experience on port issues such as, improvement of efficiency of ports and implementation of measures to reduce emissions in ports, including on-shore power supply. The importance of port security will also be covered.

The event, which will be livestreamed, will run from 09:00 a.m. to 5:30 p.m. and is aimed at port officials and representatives; maritime authorities; customs; designated security officials. The programme with a list of panelists can be downloaded at: http://www.imo.org/en/About/Events/Documents/Special%20event%20day%20on%20ports%20at%20IMO%2011%20June%202018%20Programme.pdf. Mr. Santiago Garcia Milà, President of the International Association of Ports and Harbors (IAPH), will deliver the keynote address.

New Web Tool to Help Put Polar Code into Practice

A new public web portal, designed to support implementation of IMO’s Polar Code for ships operating in polar waters, has been welcomed by IMO’s Stefan Micallef, Assistant Secretary-General and Director of the Marine Environment Division.

Speaking at the second meeting of the Arctic Council’s Arctic Shipping Best Practice Information Forum Mr. Micallef highlighted the importance of both the Polar Code for safe, clean polar shipping, and the Forum’s collaboration with IMO to support the Code’s effective implementation.

The Forum’s web portal, accessible at: https://pame.is/arcticshippingforum, was launched at the meeting in London (14-15 May). It provides links to authoritative information essential to implementation of and compliance with the Polar Code. For example, links are available on hydrographic, meteorological, and ice data information needed to plan for safe and environmentally sound navigation in the Arctic.

Information for the web portal was contributed by many stakeholders, including Arctic States, intergovernmental organizations, classification societies, the shipping industry, marine insurers, and non-governmental organizations. The Polar Code entered into force in January 2017. It sets out mandatory standards covering the full range of design, construction, equipment, operational, training and environmental protection matters that apply to ships operating in the inhospitable waters surrounding the two poles. The 11 June Special event on ports will be followed by a symposium on port security operations (12-13 June), co-sponsored by the International Association of Airport and Seaport Police (INTERPORTPOLICE) and the IMO Secretariat. The event will focus on exchange of best practice on port security and law enforcement.
Join forces with America’s Master Mariners

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

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

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

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

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

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

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

Apply at www.mastermariner.org/membership

Mission Statement: 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.
Membership Application
The Council of American Master Mariners, Inc.

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

<table>
<thead>
<tr>
<th>Birthplace (city, state, country):</th>
<th>DOB:</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Present Occupation:</th>
</tr>
</thead>
<tbody>
<tr>
<td>At Sea: Position: ___________________________ Vessel: __________________________________Company: ________________</td>
</tr>
<tr>
<td>Ashore: Position: ___________________________ Vessel: __________________________________Company: ________________</td>
</tr>
<tr>
<td>Retired: Position: ___________________________ Date: ___________________________________Company: ________________</td>
</tr>
<tr>
<td>Cadet: Institute: ___________________________________________________________________ Expected Graduation Date: ______________</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Current USCG License:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type:</td>
</tr>
<tr>
<td>Endorsements:</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Original USCG License:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type:</td>
</tr>
<tr>
<td>Place/Institution obtained:</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Membership Class: Please check. See CAMM Constitution for more details of class requirements. All members must be U.S. citizens with the exception of AF membership.</th>
</tr>
</thead>
<tbody>
<tr>
<td>R - Regular:</td>
</tr>
<tr>
<td>(RU) Unlimited Master Mariner License and commanded vessels over 5,000 GRT on voyages.</td>
</tr>
<tr>
<td>(RP) Senior or First Class Pilot with minimum of one year experience on vessels 20,000 GRT or more.</td>
</tr>
<tr>
<td>S - Special:</td>
</tr>
<tr>
<td>(S) Valid USCG Unlimited Master's license and has not commanded a vessel(s) over 5,000 GRT on voyages.</td>
</tr>
<tr>
<td>(SP) Second or Third Class Pilot on vessels less than 20,000 GRT.</td>
</tr>
<tr>
<td>(S16) Valid USCG 1600 ton Master's license and commanded a vessel or vessels on voyages.</td>
</tr>
<tr>
<td>(S5) Valid USCG 500 ton Master's license and commanded vessel or vessels on voyages.</td>
</tr>
<tr>
<td>A - Associate:</td>
</tr>
<tr>
<td>(A) U.S. Military equivalent of Master's license; maritime official serving in an executive, administrative or operational capacity; Person of Distinction in maritime fields of: education, training, research, regulation or government.</td>
</tr>
<tr>
<td>(AL) Valid USCG Deck Officers license for Any Gross Tons currently sailing on vessels over 5,000 GRT.</td>
</tr>
<tr>
<td>(AF) Foreign Master Mariner: Valid Unlimited Master License and commanded vessels over 5,000 GRT on voyages.</td>
</tr>
<tr>
<td>(AC) Cadet/Midshipman enrolled at a maritime academy as a deck cadet/midshipman.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Sea-Going Qualifications: Years of Service: ____________ (Check boxes that apply. See above for key)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vessel Served</td>
</tr>
<tr>
<td>----------------</td>
</tr>
<tr>
<td>----------------</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Pilotage Qualifications: Years of Service: ____________ (Check boxes that apply. See above for key)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vessel Served</td>
</tr>
<tr>
<td>----------------</td>
</tr>
<tr>
<td>----------------</td>
</tr>
</tbody>
</table>

Please return this application with a copy of your Master or Pilot's license with a $115 check ($75 annual dues + $40 application fee) payable to: The Council of American Master Mariners, Inc. Mail to Captain George Zeluff, CAMM Membership Chair, 3774 Tennyson St., San Diego, CA. 92107-2410.

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

Ralph J. Mellusi Esq.  Jacob Shisha Esq.

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

R. J. MELLUSI & COMPANY
29 Broadway  Suite 2311
New York, NY 10006-3212

212-962-1590
1-800-962-1590
www.MarineLicenseInsurance.com

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

MOPS Agent
License Insurance for Pilots, Masters, and Engineers

Your License is your Living — Insure It!