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# Sidelights

Summer 2021 Vol. 51, № 2

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***The AGM Issue***  
***Seafarers, the Core of Shipping's Future***  
***National Maritime Day 2021***  
***A Return to Sail?***

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E.N. Bisso Canaveral, Inc.  
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Captain Michael Michaelson  
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CAMM NY/NJ Chapter (Captain Tortora)  
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[CAPTZABROCKY@MASTERMARINER.ORG](mailto:CAPTZABROCKY@MASTERMARINER.ORG)

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[CAPTLEWIS@MASTERMARINER.ORG](mailto:CAPTLEWIS@MASTERMARINER.ORG)

### FINANCE OVERSIGHT COMMITTEE CHAIR

**CAPTAIN WADE HOWELL**

## CAMM NATIONAL PRESIDENT

### MAILING ADDRESS

4675 144th Place SE  
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## CAMM NATIONAL SEC/TREAS MAILING ADDRESS

3502 Prairie Drive  
Dickson, TX 77539-9316

## North Atlantic Region

### NEW YORK METRO

#### Captain George Sandberg, President

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

Meetings dates and locations vary.

#### Mailing Address: Box 581

Center Moriches, NY 11934

### BALTIMORE / WASHINGTON, D.C.

#### Captain Joe Hartnett, President

410-867-0556  
[capthartnett@mastermariner.org](mailto: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

## Gulf Coast Region

### MOBILE BAY

#### Captain Jerome "Rusty" Kilgore, President

251-490-2741

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

#### Mailing Address: 6208 Pier Ave.

Fairhope, AL 36532

### NEW ORLEANS

#### Captain Ed Higgins, President

504-394-6866  
[capthiggins@mastermariner.org](mailto: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](mailto:captmccright@mastermariner.org)

If interested in participating please contact Capt. McCright or at [captmccright@mastermariner.org](mailto:captmccright@mastermariner.org) or Capt. Roth at 409-740-4471. Planning to start regular meetings soon.

#### Mailing Address:

4620 Fairmont Pkwy, Suite 203  
Pasadena, TX 77504

## South Atlantic Region

### PORT EVERGLADES / MIAMI

#### Captain Paul Coan, President

[pilgrimii@bellsouth.net](mailto:pilgrimii@bellsouth.net)

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

### TAMPA BAY

#### Captain Michael Michaelson, President

813-907-1337  
[captmichaelson@mastermariner.org](mailto:captmichaelson@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: 17706 Grayeagle Road, Tampa, FL 33647-2260

## North Pacific Region

### SEATTLE / PACIFIC NORTHWEST

#### Captain R.J. Klein, President

425-746-6475  
[captklein@mastermariner.org](mailto:captklein@mastermariner.org)

Meetings at 1130 on the 2nd Thursday of each month, McCormick & Schmidt's in Bellevue.

#### Mailing Address: PO Box 99392

Seattle, WA 98139

### COLUMBIA RIVER

#### Captain Dan Jordan, President

[mrpobre@aol.com](mailto: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.

## South Pacific Region

### LOS ANGELES / LONG BEACH

#### Captain Mike Jessner, President

717-721-4276  
[Captjessner@mastermariner.org](mailto:Captjessner@mastermariner.org)

Meetings at noon on the 2nd Tuesday of each month, except August. CThink Cafe, 302 W. 5th Street - Unit 105, San Pedro, CA 90731

#### Mailing Address: 6381 Balmoral Dr.

Huntington Beach, CA 90647

### SAN FRANCISCO BAY AREA

#### Captain Nicholas Lewis, President

360-977-9299  
[captlewis@mastermariner.org](mailto:captlewis@mastermariner.org)

Meetings at 12:00, 1st Thursday of each month at Zio Fraedos, 23 Harbor Way, Vallejo, CA 94590

#### Mailing Address: 133 Leeward Court, Vallejo, CA 94591-6339

# Out and About in Port Canaveral

During our annual conferences, the CAMM Event Planning Committee always endeavors to provide interesting day outings for guest of members, and this year was no exception. On Thursday (6 May), guests were treated to a tour of Historic Coco Village. Stops included the Porcher House with its 14 feet high ceilings, built by prominent citrus grower Edward Porcher in 1916. It later served as the City Hall for the city of Cocoa and is now included in the National Register of Historic Places. Guests enjoyed lunch at the Café Margaux (French and European cuisine), which is acclaimed as one of the top restaurants in Florida.

Another stop took the group to Lee Wenner Park. One of the guests noticed and took a photo of the plaque near the newly constructed T-Docks. The importance of the plaque to CAMM was not lost on the out-of-town guests. The new docks were recently (29 October 2020) named for Captain Ed Lanni, recipient of the first ever CAMM Anchored in Excellence Lifetime Achievement Award.

On Friday, guests embarked on a tour of the Cape Canaveral Lighthouse which is located on Cape Canaveral Space Force Station. After visiting the lighthouse, guests proceeded to historic spaceflight complexes, launch complex 14 (the site of Mercury missions, the first manned orbital flights), and the Sands Space History Center. Guests reported that the tour was excellent. 🚢



The Captain Ed Lanni T-Dock at Lee Werner Park in Coca Beach, FL



Above left: Plaque at the entrance to the U.S. Space Force base at Cape Canaveral. The Cape Canaveral Lighthouse is located on the base.



PHOTO CREDITS: JACKIE MOORE

Above right: The Captain Ed Lanni plaque at the head of the ramp leading to the Captain Ed Lanni T-Dock



Bottom left: Welcome sign to historic spaceflight launch complex 14, the site of Mercury missions, the first manned orbital flights. Those on tour also visited Launch pad 34, the launch site of the Saturn 1 & 1b launch vehicles and Apollo launches.



Bottom right: Guest of CAMM on tour at the Capt Canaveral Lighthouse which has stood on the Cape for over 150 years (and at its present location for over 125 years). Listed at 131 feet, range 24 miles, characteristics FL(2)W20s

# In This Issue



## ON THE COVER

2021 Lalonde Award Winner, Captain Frank Zabrocky is presented with his award by 2019 Winner Captain Deborah Dempsey.

PHOTO CREDIT CAPTAIN AUGUSTA ROTH

## SIDELIGHTS

Sidelights@mastermariner-us.org

## EDITOR-IN-CHIEF

Captain R.J. Klein

## EDITORIAL BOARD

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 Augusta Roth                      Johnathan M. Rutz  
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## COPY EDITORS

Kim Lane                      Lyn Klein

## DESIGN & LAYOUT

Alexia Retallack

## PRINTING

Modern Litho, Jefferson City, MO

## ADVERTISING MANAGER & ADMIN

Captain Augusta Roth  
 Sidelights@mastermariner-us.org  
 512-787-4056

## TO SUBMIT MATERIAL

We welcome your articles, comments, illustrations and photographs. Please email to: Sidelights@mastermariner-us.org or mail your submissions to

Sidelights Chair  
 Captain R.J. Klein  
 4675 144<sup>th</sup> Place SE  
 Bellevue, WA 98006

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

## PUBLICATION DEADLINES

Issue	Submission	Release
Spring	Feb 15	April 01
Summer*	June 01	July 01
Fall	Sept 18	Oct 18
Winter	Nov 10	Dec 15

\*Subject to change dependent on CAMM Annual Meeting date



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

# Next AGM in the Great Lakes Region

It was decided at the AGM that the Council would hold its next Annual Meeting and PDC in the Great Lakes Region. Place and Dates TBD. More details will be issued in *Sidelights* and on the Website ([www.mastermariner.org](http://www.mastermariner.org))



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## Letters to the Editor

CAMM welcomes Letters to the Editor. Please share your comments, perspectives and opinions on articles and subjects published in *Sidelights* by writing a "Letter to the Editor." Email letters to [Sidelights@mastermariner-us.org](mailto:Sidelights@mastermariner-us.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-us.org](mailto:Sidelights@mastermariner-us.org).

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Captain  
R.J. Klein  
President, #1964\_RU

## Moving Forward After a Loss

In December 2020, Captain Calvin Hunziker wrote in his view that CAMM had suffered a major loss with the passing of Captain Mike Murphy. CAMM has again suffered a major loss with the passing of Captain Hunziker. As a Puget Sound Pilot, Captain Hunziker promoted CAMM when he boarded U.S. flag ships. He was CAMM's National President from 2008 to 2012 and in 2014 he became CAMM's representative

to the International Federation of Shipmasters' Association (IFSMA). He served as a Vice President of IFSMA where he was instrumental in bringing critical issues to the forefront. In 2020, Captain Hunziker again took on the role of National President of CAMM. His leadership and service to CAMM and the maritime industry leaves a void that will be difficult to replace.

### The PDC and AGM

In May, CAMM held a very successful in-person conference at Port Canaveral, FL. Specifics of the Professional Development Conference and Meeting can be viewed throughout this edition of *Sidelights*. The number of attendees was only slightly below past meetings. Presentations by speakers at the PDC were a combination of in-person and virtual. Presenters were recorded by Maritime TV and are available for viewing at: <https://www.maritimetv.com/Events/2021-CAMM-Conference>

As mentioned in Captain Roth's report, annual dues will be increased to \$100 per year starting in 2022. This is a reasonable amount of dues for a professional organization. By comparison, dues for the Nautical Institute is over \$175 per year.

### Shot Cards

Many CAMM members remember when joining a ship, that it was mandatory to produce a current "Shot Card." before being able to sign-on. The company I worked for had a nurse visit the ship two hours before sailing and all crew members' shot cards were checked. This International Certificate of Vaccination is issued by the U.S. Department of Health and Human Service (PHS-731). If a crew member was not current, the vaccine was given on the spot. No one objected – it was a valid requirement of employment. Every sea-

man should keep with his or her passport and other papers, written evidence of the vaccines and prophylaxis received.

It was required that seagoing persons be appropriately vaccinated against all diseases traditionally occurring during childhood (diphtheria, tetanus, poliomyelitis, measles, mumps, rubella, and chicken pox). Yellow fever vaccination was required at 10-year intervals for travel to many tropical American and African countries.

Today, it is suggested that seafarers be vaccinated to prevent hepatitis A and B. With the excellent record of vaccines and prophylaxis being effective against communicable diseases, requiring seafarers to produce a shot card verifying vaccines, including COVID, should be a non-issue. Knowing what we know about ships, it follows that cruise companies should require proof of COVID vaccinations for both the crew and passengers.

### The Plight of Seafarers

Hundreds of thousands of seafarers continue to be stranded at sea - some for over a year, with no end in sight. The International Transport Workers' Federation (ITF) estimates that there are now approximately 300,000 seafarers trapped working aboard ships. The crew change crisis is a result of Covid-19 border and travel restrictions. An equal number of unemployed seafarers are waiting to join their ships.

Being vaccinated should enable seafarers to travel to and from their ships and IMO has called for seafarers to be designated necessary workers to ensure that they have priority for receiving COVID vaccines. Additionally, Stella Maris and Seafarers' Centers are doing all they can to provide vaccinations to crews presently trapped aboard ship. ITF General Secretary, Stephen Cotton, stated that "there has been some positive movement, but too little progress has been made by governments to bring in the practical exemptions and protocols needed to support functioning crew changes across the world." It begs the question – Do Seafarers need to engage in a worldwide strike to make the public aware of their plight? ↓

Fair winds and seas,

Acting President

## A Bright Spark after a Miserable 18 Months



by Father  
Sinclair Oubre  
CAMM Chaplain  
#3220-A

In October 2001, I got a 30-day job on the tanker *Seabulk Challenge*. I joined the ship in Boston where she was parting lines rather effectively as we discharged during a 13-foot flood tide. We sailed in ballast to the Citgo Refinery in Camden, New Jersey to load high-Sulphur diesel bound for Houston. A true “. . . coals to Newcastle” charter. All along the way, loaded, eastbound US tankers would call over, and ask what we were doing loaded and sailing west. On our arrival at a “not-to-be-named” Houston facility, we were told that we

could not leave the ship because of post 9/11 security. Leaning against the rail during cargo ops, I watched dozens of tank trucks drive to the heart of the facility and then drive out.

As more information was gleaned about the 9/11 terrorists, we learned that a number of terrorists had attended flight schools, and some had commercial driver licenses. The very same type of license that would allow a tank truck driver to go to the heart of the “not-to-be-named” facility. What also was clear, none of the terrorists had merchant marine credentials. However, judging from our national security policies, one would think that seafarers were the ones who steered their vessels into the base of the twin towers, and brought them down. In the aftermath of 9/11, all the ancient seafarer prejudices raised their ugly heads, and 19 years passed before seafarers finally gained the legal right to shore leave (June 1, 2020).

### Déjà vu all over again.

Early 2020 the COVID-19 pandemic began, and just like 9/11, the world was able to publicly manifest its fear, repugnance, disrespect, ignorance, and prejudice (Wow, there are so many nouns, I don't know which to choose) toward seafarers. The world chose to forget that 90% of all its stuff is brought to them by seafarers. Seafarers were again treated as pariahs. They were quarantined aboard their ships even when they needed non-covid medical treatment. They were forced to continue to work aboard well past their contract time as the world could not decide on a plan to make the exchange of crew safe.

Michelle Wiese Bockmann, shipping & energy analyst/Markets Editor Lloyd's List tweeted in July 2020, “I don't know about you but these photos from Singapore ministry ‘promoting’ how well

their crew changes are going don't sit very well with me. They show seafarers forced to wear hazmat suits among ‘normal’ passengers. Must other key workers do this as they travel to their job?”

In June 2021, gCaptain reported that maritime leaders were calling for a worldwide shipping strike, “... because change has never happened without something really bringing the role of the seafarer to the forefront....” (<https://gcaptain.com/seafarers-need-to-strike-and-send-a-statement-of-disgust-to-the-imo-says-frank-coles>)

The goal is to have seafarers vaccinated so that they can safely travel to and from their ships. Progress has been made in getting U.S. and foreign seafarers vaccinated in U.S. ports. Beginning in mid-May, Texas Gulf Coast seafarers' centers became the intersection point between state vaccination efforts and seafarers needing vaccinations. Jason Zuidema, executive director of the North American Maritime Ministry association has published a web page that lists more than 50 North American ports



Seafarers were required to wear hazmat suits and gloves while moving through the Singapore airport. No other passengers were required to dress in hazmat suits.

PHOTO FROM NAMMA.ORG

who facilitate crew vaccinations. (<https://namma.org/vaccines/>)

Nevertheless, segments of our maritime industry have developed new and ever more creative ways to rip-off seafarers and shipping companies. One example is a maritime medical firm that offers shipping companies the opportunity to vaccinate their 23 crew members while onboard ship with

Continued next page >>>

## Money Well Spent



*Captain  
Augusta Roth  
Camm National  
Secretary-Treasurer  
#3116-U*

If you ever wanted to attend at an Annual General Meeting, this would have been the one to attend. The day went smoothly. The Professional Development Conference was also well received. Captains Manny Arosemena and Rich Grimison did an excellent job of putting the meeting together. All in attendance were treated to a well presented Professional Development Conference and a well run General Meeting. A

bonus for CAMM was that the cost was very reasonable.

Now that I have almost completed a full year cycle as Secretary/Treasurer, I have a much better handle on CAMM finances. I thank our members for their patience as I learned this new position. Going forward, I will work with the finance committee and provide a realistic 2022 annual budget to the BoG. Any member wishing for more details of our accounting, please contact me at Captroth@mastermariner.org.

At the end of June, 16% of our members have failed to pay their 2021 dues. It would be best if all members would pay dues in a timely manner. I do understand how this payment

can fall by the wayside, but non-payment by a significant number of members puts a large hole in our operating expenses. On the plus side, even with over 100 members in arrears, we expect that there will be sufficient funds in our account to carry the organization through the end of the fiscal year.

A dues increase was approved at the AGM. Starting in 2022, CAMM National dues will be \$100 per year. Please keep in mind that this is only the second dues raise in the last 15 years. We need funds to help members of Congress become more aware of the untapped talent available from our members and to keep CAMM visible to the public.

Respectfully,

Captain August Roth  
Secretary Treasurer

*Sinclair >>> Cont'd from page 8*

freely supplied vaccines for the low price of \$1,200.00 per seafarer. The company has reduced their rate to \$800.00 per seafarer. That translates to \$18,400 to administer a free vaccine! A second example comes from a leading ship agency that billed a major ship operator \$30 per seafarer to handle the "additional correspondence" that was necessary for the crew vaccination. That's \$690 for just doing their job.

### A Bright Spark

Efforts are taking place at our local seafarers' centers to meet the IMO's March 26, 2021, call for seafarer vaccination. As I write this article, gCaptain has just reported that Cyprus has set out to vaccinate their 40,000 international seafarers. Earlier, the Philippines and the Netherlands had announced vaccination programs for their seafarers.

Locally, the Port Arthur International Seafarers' Center

has partnered with the Port Arthur Health Department, Gulf Coast Health Center, and the Texas Army National Guard to transport seafarers to vaccination hubs, go aboard ship to administer the vaccine, or set up pop-up vaccination sites at the foot of the gangway. This facilitates the vaccination of seafarers who don't have shore passes. As of this writing, the PA Seafarers' Center has facilitated more than 650 vaccinations, Houston's seafarers center has facilitated more than 3,500 vaccinations, and Corpus Christi's seafarers center has facilitated more than 1,300 vaccinations.

COVID will be with us for a long time. My prayer is that what has begun as a grassroots effort by seafarers' centers to vaccinate all seafarers will spread so that the mythic fear of seafarers will diminish, at least when it comes to COVID.



# Council Reports

## Executive Vice-President

Captain Joe Hartnett #2193-RP  
[captklein@mastermariner.org](mailto:captklein@mastermariner.org)

Having recently been appointed to the position of Executive Vice-President, I am looking forward to serving CAMM at the National level. The passing of Captain Hunziker created the opening when Captain Klein moved up to President. Being in the Washington DC area, I will endeavor to keep the membership informed of critical maritime issues along with any pertinent scuttlebutt from inside the beltway.

## Government Liaison VP

Captain Jeffery Cowan - #3070-RU  
[captcowan@mastermariner.org](mailto:captcowan@mastermariner.org)

Report not available.

## International Relations VP

Captain Alexandra Hagerty  
[caphagerty@mastermariner.org](mailto:caphagerty@mastermariner.org)

See IFSMA report on page 40.

## Positions VP

Captain Frank Zabrocky, #1964-RU  
[captzabrocky@mastermariner.org](mailto:captzabrocky@mastermariner.org)

See AGM page 38.

## Media VP

Captain RJ Klein, #1751 RU  
[captklein@mastermariner.org](mailto:captklein@mastermariner.org)

*Sidelights* will be moving to quarterly publication starting with this edition.

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Summer – Submission deadline and release dates may vary due to AGM date, target release date will be 1 July.

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Winter – Submission deadline Nov. 10, release date Dec 15.

Spring – Submission deadline Feb 15, release date, April 1.

In addition to our website, CAMM will be making on more media platforms starting in this fall. See the Media report on page 40 for more information.

## Membership VP

Captain George Zeluff, #2530-L  
[captzeluff@mastermariner.org](mailto:captzeluff@mastermariner.org)

Greetings Shipmates. We held a successful in-person PDC/AGM in Port Canaveral, FL from May 5 to 7. Those not in attendance missed inspiring coverage of the many different facets of our industry. Some of the highlights of the event, co-chaired by Captain Rich Grimison of Port Canaveral Pilots Association and Captain Manny Arosemena, VP Events, included excellent presentations at the PDC. SpaceX showed how the maritime industry takes part in the space program and a panel presentation covered LNG as ship fuel. At the AGM, a committee was appointed to develop a Five-Year Strategic Plan, and Captain Alexandra Hagerty has been appointed VP International Relations. She will Represent CAMM at IFSMA. The Closing Dinner was a fitting end to the Conference. Detailed coverage of what transpired at the Conference in Port Canaveral are contained in this edition of *Sidelights*.

Since the beginning of 2020 we have welcomed many new members and are busy processing their applications. We are proud to welcome over forty (40) new members into the Council since the beginning of 2021. Additionally, we have received a list of prospective candidates from Captain Criss Carson, the Treasurer of the San Francisco Chapter. We will send them a copy of this *Sidelights* and I will contact them individually to stress the reasons why they should consider becoming a member of CAMM.

I would be remiss in not recog-

nizing the effort put forward by the National Secretary/Treasurer, Captain A.D. “Gussie” Roth in sponsoring many applicants. Also, the participation of the TAMMA Cadet Chapter in moving to recruit recent graduates of Texas Maritime who are filling various roles in our industry. We are making an effort to have more participation from the other Maritime Academies. Younger members are the future of our organization.

We always have the organization’s interests in mind when we ask our members to reach out to qualified candidates and sponsor new members. In addition, we are calling for all members to send in suggestions as to how we may be able to attract new members. The progress in this venture is gaining more interest and we are starting to reap the benefits of more involvement from more Members.

With the distribution of COVID-19 vaccines, the Pandemic appears to be receding. The ability to gather and meet are improving in state after state which will allow our chapters to restart their in-person Membership meetings. As conditions allow, please meet with those who you would recommend for Membership in CAMM. Take the time to extend an invitation to join and in that way assist us to become stronger!

Shipping is brisk and necessary cargo is moving at a record-breaking pace! So, tip your caps to all segments of the maritime for keeping the delivery chain working to benefit all. What a productive industry! Salute those aboard ship that “make it happen.”

Thank you, Members all, for being part of CAMM.

## Events VP

Captain Manny Arosemena, #1548-RU  
[captarosemena@mastermariner.org](mailto:captarosemena@mastermariner.org)

Report not available.



Super Post Panamax Cranes arrive at Terminal 5 in Seattle.

PHOTO: NEWS RELEASE, PORT OF SEATTLE

## New York Metro

*Captain George Sandberg, #1919-RU*  
*Chapter President*

Meetings suspended due to COVID-19. For meeting information contact Captain George Sandberg at: [capsandberg@mastermariner.org](mailto:capsandberg@mastermariner.org).

## Baltimore/Washington

### Report

*Captain Joe Hartnett, #2193-RP*  
*President*

We extend our condolences to the family of Captain J. Michael Murphy. As Captain Hunziker mentioned, Captain Mre that seafarers are rotated on and off their ships in a timely manner.

## Port Everglades/Miami

*Captain Paul Coan, #3021-RU,*  
*Chapter President*

Check the Chapter website for up-to-date information.

## Tampa Bay

*Captain Manny Arosemena, #3028-RU*  
*Chapter Secretary/Treasurer*

Details will be posted on the website.

## Mobile Bay

*Captain Jerome "Rusty" Kilgore*  
*Chapter President*

Check the Chapter website for up-to-date information.

## New Orleans

*CE Horace George, #3223-A,*  
*Chapter Secretary*

Due to a number of factors the NOLA Chapter's September meeting will not be held. We will strive to organize an

October meeting on our regular date – October 12 (second Tuesday of the month). We are currently on our regular summer break (June, July, August).

## Houston

*Captain Michael McCright, #2753-S*  
*Chapter President*

Meetings are being held in conjunction with Nautical Institute.

## Los Angeles/Long Beach

*Captain Michael Jessner, #3396-RU*  
*Chapter President*

Check the Chapter website for up-to-date information.

## San Francisco Bay Area

*Captain Nicholas Lewis # 3034 RU*  
*Chapter President*

Check the Chapter website for up-to-date information.

## Columbia River

*Captain Bill Good, #1924-RU*  
*Chapter Secretary*

Check the Chapter website for up-to-date information.

## Seattle PNW

*Captain Doug Subcleff, #2329-RU*  
*Chapter Secretary*

The Seattle Chapter has held several executive board meetings via zoom. At the June meeting it was decided to resume the Bob Magee Memorial Golf Tournament. This is a fund raiser for the Youth Maritime Training Association (YMTA). To date, the chapter has donated over \$100,000 to YMTA.

The Chapter is searching for a new location to resume in-person meetings as McCormick & Schmitz in Bellevue, WA is now permanently closed. Information will be posted on the website when available. Captain Subcleff continues to publish the monthly Chapter Newsletter and it can be accessed on the Chapter website.

Of local interest, four ZPM Super Post Panamax Cranes were delivered to Terminal 5 at the port of Seattle. This is part of the Terminal 5 Modernization Project being undertaken by Northwest Seaport Alliance and SSA Marine. The cranes were delivered in mid-June and will be among the largest cranes on the U.S. West Coast. The cranes are 316 ft high, have a 240 feet outreach, and a lifting capacity of 100 tons. 📌

## CADET CORNER

by Abigail Johnson,  
#3541-AC  
Texas A&M Maritime  
Academy, Cadet Chapter  
President

PDC/AGM, we had 11 Texas Maritime Academy cadets present who had some awesome opportunities. Personally, I had the best time meeting so many members from across the country and learning about some new innovations coming to the maritime industry. Our cadets had the opportunity to link some of the elective courses we have at Texas Maritime to the guest speakers at the PDC, such as the LNG for Fuel panel that sparked a large interest in our Liquefied Natural Gases course.

It was great to see the interaction between our cadets and current CAMM members building relationships and spanning out their networks, getting to

## CAMM Leaves a Lasting Impression on Cadets

It has been an amazing few months being part of the growth and interest in CAMM from the Cadet viewpoint. At the Annual

hear some amazing sea stories, and learn from mariners who had completely different experiences than we may have one day. My personal favorite was getting to hear the opinions and changing views in the “Positions” portion of the meeting, and learning about the many stances for which CAMM advocates. The 2021 PDC/AGM instilled in me personally, and many of our cadets, the desire to be involved in CAMM throughout our careers in this industry, and thereafter.

Since the PDC/AGM, I have been in contact with representatives from Great Lakes, Cal Maritime, and SUNY. I am awaiting responses from Massachusetts, KP, and Maine. If anyone has any contact with these schools, please reach out to me so we can get them involved as well. As Captain Roth mentioned in the last *Sidelights* issue, we encourage all members to please get involved with your regional Maritime Academy.

I have been working closely with Captain RJ Klein and Captain Gussie Roth to establish a new initiative - “Adopt A Cadet”. This program was proposed at the AGM. Essentially, once we have all academies on board, we will

connect a specific cadet to either an alumnus of that school or a member from their region to engage in a mentorship. Many cadets at our academies do not have a specific plan or a contact in the industry and this would really open young minds to different opportunities available in the maritime industry that may not be within their own grasp.

Should you have any interest in becoming a mentor to a cadet at any academy, please reach me at: [ajohnson756@tamu.edu](mailto:ajohnson756@tamu.edu) and I will work with you to become involved with your regional Cadet Chapter. I want to thank everyone at the 2021 PDC/AGM; you positively impacted all of the cadets in attendance, especially myself. I cannot wait to see what we accomplish for CAMM in the near future and continue to meet and learn from all of you. 📌

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Texas Maritime Cadets lend a hand at the AGM  
PHOTO BY CAPTAIN RICH GRIMISON

## ZONIANS UNITE: CAMM, Canal Zone and Kings Point Connection

U.S. citizens who grew up in or were longtime residences of the Panama Canal Zone identify as “Zonians.” At this year’s CAMM conference, three Zonians had a mini-reunion: CAMM members Captains Manny Arosemena, Willie Barrere, and Richard Grimison.

They all attended and graduated from Balboa High School in the Canal Zone (Classes ‘77, ‘79, ‘80). Ironically, after their time together at Balboa High, all three then attended the U.S. Merchant Marine Academy, Kings Point, NY and

pursued a maritime career. Captain Arosemena (KP ‘81) is a retired ship Captain and worked ashore with the Masters Mates & Pilots. He currently serves as Events Vice President for CAMM. Captain Barrere (KP ‘83) is serving as National Executive Vice President of the American Maritime Officers union after sailing as Master for many years. Captain Grimison (KP ‘86) is a State Harbor Pilot at Port Canaveral and served as Co-Chairman of this year’s Council of American Master Mariners conference. 📌



Featured left to right: Captains Manny Arosemena, Willie Barrere, and Richard Grimison

# New Members and Changed Membership Status

## Welcome Aboard New Members!

# 3540-RU	Captain Louis Paul Solana MVL Instructor at CSUM Resides in Oakley, CA Sponsor Captain Nicholas Lewis, #3034	#3546-AC	Cadet Stephen Thomas Dunahey Cadet at TAMMA, class of 2023 Resides in Pittsburg, PA
#3551-RU	Captain Jennifer Lee Senner Master USNS Fisher Resides in St. Augustine, FL Sponsor Captain George Zeluff, #2530	#3547-AC	Cadet Kurt Noel Terry Cadet at TAMMA, class of 2021 Resides in Cypress, TX
#3562-RU	Captain Todd R. Kutkiewicz Master with MSC Resides in Arnold, MD Sponsor Captain George Sandberg, 1919	#3548-AC	Cadet Thomas Dennis Grimison Cadet at TAMMA, class of 2022 Resides in Merrit Island, FL Sponsor Captain T. Richard Grimison, #3414
#3563-AL	Chief Mate Shuan Christopher Quinn Instructor at TAMMA Resides in Kill Devil Hills, NC Sponsor Captain A.D. Roth, #3116	#3549-AC	Cadet Samuel Levi Wright Cadet at TAMMA, class of 2021 Resides in Needville, TX
#3564-A	Nicholas Ferrigno HSSE Manager, Fenix Marine Services Resides in Lakewood, CA Sponsor Captain Mike Jessner, #3396	#3550-AC	Cadet Lauren Josephine Bezecny Cadet at TAMMA, class of 2021 Resides in Houston, TX
#3566-A	Associate Professor Samuel Pearson III Associate Professor, CSU Maritime Resides in Vallejo, CA Sponsor Captain Edward Higgins, Jr., #2872	#3552-AC	Cadet Brendan Denney Jones Cadet at TAMMA, class of 2022 Resides in Galveston, TX
#3567-S	Associate Professor Ryan Vechan Associate Professor, TAMMA Resides in Houston, TX Sponsor Captain A.D. Roth #3116	#3553-AC	Cadet Andrew William Speed Cadet at TAMMA, class of 2021 Resides in Cedar Park, TX
#3568-RU	Captain Stephen Paul Bomgardner Regional Managing Director, Americas Bahamas Maritime Authority Resides in Ashburn, VA Sponsor Captain A.D. Roth #3116	#3554-AC	Cadet Jack Andrew Emerick Cadet at TAMMA, class of 2022 Resides in Austin, TX
# 3539-AC	Cadet Kenneth Stephen Rosol Resides in Milford, MI	#3555-AC	Cadet Brian Charles Bayliss Cadet at TAMMA, class of 2022 Resides in New Orleans, LA
#3541-AC	Cadet Abigail Rebecca Johnson Cadet at TAMMA, class of 2022 Resides in Destrehan, LA	#3556-AC	Cadet Joshua Ross Byers Cadet at TAMMA, class of 2022 Resides in Independence, LA
#3542-AC	Cadet Colin Patrick Cargol Cadet at TAMMA, class of 2022 Resides in Spring, TX	#3557-AC	Cadet Conrad Cooper Lock Cadet at TAMMA, class of 2022 Resides in Houston, TX
#3543-AC	Cadet Sydney Kathleen Bursleson Cadet at TAMMA, class of 2021 Resides in Grapevine, TX	#3558-AC	Cadet Tiffany Michelle Harvey Cadet at TAMMA, class of 2022 Resides in Arlington, TX
#3544-AC	Cadet Justin Michael Brady Cadet at TAMMA, class of 2023 Resides in Texas City, TX	#3559-AC	Cadet William Grant Hoffmann Cadet at TAMMA, class of 2024 Resides in Double Oak, TX
#3545-AC	Cadet Kolton Ryan Acuna Cadet at TAMMA, class of 2022 Resides in Alexandria, LA	#3560-AC	Cadet Samantha Christine Fussell Cadet at TAMMA, class of 2021 Resides in Deer Park, TX
		#3561-AC	Cadet Paige Elise Rochelle Cadet at TAMMA, class of 2023 Resides in St. Rose, LA

*Note: The above cadets were sponsored by Sponsor Captain A.D. Roth #3116*



# A Proclamation on National Maritime Day, 2021

Since the first days of our Republic, America has been a proud maritime Nation. To this day, the United States Merchant Marine is a pillar of our country's prosperity, playing a vital role in the maintenance of our economic and national security. Through every period of peace and war, our merchant mariners have been dedicated to protecting our freedom and promoting commerce. On National Maritime Day, we honor the steadfast commitment and sacrifices of the men and women who serve in the United States Merchant Marine, and recognize their essential role in safeguarding and strengthening our Nation.

Called the "fourth arm of defense" by President Franklin D. Roosevelt during World War II, the Merchant Marine established itself as a cornerstone of sealift support for our Armed Forces, sailing through theaters of war to deliver troops and supplies while keeping vital ocean supply lines operating. The perseverance and dedication of the Merchant Marine contributed to the Allied victory even as they suffered one of the highest casualty rates of any of our military services.

Our merchant mariners also play a critical role in times of peace. They ensure our economic security by keeping our coastal and inland waterways open to trade, while United States-flagged ships operated by American merchant mariners transport goods across our country and all over the world. United States maritime freight operations helped support \$5.4 trillion of economic activity among the many non-maritime industries that depend on the Merchant Marine for access to world markets. This movement of goods domestically and internationally continues to ensure America's economic competitiveness throughout the world — growing jobs and supporting businesses of all sizes here at home.

Our merchant mariners are also critical to extending United States support and assistance to foreign nations and local communities hit hard by natural disasters and devastating crises. Even in the midst of a worldwide pandemic, these brave men and women have overcome seemingly insurmountable obstacles to fulfill their mission while keeping our Nation's supply chains running.

The operation of the United States-flagged fleet is essential in contributing to the reduction of greenhouse gas emissions and landside congestion, helping provide current and future generations with a more sustainable means of freight transportation. The industry is also working to develop and implement new technologies to continue reducing emissions — an effort my Administration is supporting through new international partnerships.

The maritime industry has long provided opportunity for Americans of all backgrounds — and the Merchant Marine continues to advance a more equitable industry in which barriers to entry and advancement are eliminated.

On this National Maritime Day, we honor the brave merchant mariners who provide critical support to our troops stationed in warzones, and who are essential to our Nation's economic success. Recognizing the contributions of our merchant mariners, my Administration strongly supports protecting the Jones Act — the cornerstone of our domestic maritime industry. We must protect those who protect our country.

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, JOSEPH R. BIDEN JR.,** President of the United States of America, by virtue of the authority vested in me by the Constitution and the laws of the United States, do hereby proclaim May 22, 2021, as National Maritime Day. I call upon all Americans to observe this day and to celebrate with appropriate programs, ceremonies, and activities.

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

*Joseph R. Biden, Jr.*  
President

# National Maritime Day - Seattle, WA

In Seattle, with the permission of the Museum of History & Industry (MOHAI) at Lake Union, the United States Merchant Marine flag was flown over the MOHAI building. For three days, all museum visitors were given an informational flyer about the history of the U.S. Merchant Marine as part of CAMM Seattle Chapter's mission to educate the public about our profession. A special thanks to Jason Young, the Facilities Manager, for putting up the flag!

On Maritime Day, the CAMM Seattle Chapter got creative with how to celebrate the Day. With COVID pandemic restrictions reduced, it was still difficult to arrange a meeting or hold a special public event. Captains RJ Klein, Don Moore, and Chuck Lund traveled to a well-known Seattle maritime location - the Ballard Locks. They displayed the U.S. Merchant Marine flag along with the CAMM flag. This public display did not go unnoticed by the visitors to the Ballard Locks—and this trio of merchant mariners informed onlookers about National Maritime Day and the important role of the U.S. flag Merchant Marine.



Captain Doug Subcleff poses outside MOHAI at Lake Union in Seattle after delivering Merchant Marine informational flyers and the Merchant Marine flag to the Museum. PHOTO CREDIT, CAPTAIN DOUG SUBCLEFF

## National Maritime Day at MARAD

In 1933, Congress declared National Maritime Day to commemorate the American steamship Savannah's voyage from the United States to England, marking the first successful crossing of the Atlantic Ocean with steam propulsion. During World War II more than 250,000 members of the American Merchant Marine served their country, with more than 6,700 giving their lives, hundreds being detained as prisoners of war and more than 800 U.S. merchant ships being sunk or damaged.

Maritime Day is a time-honored tradition that recognizes one of our country's most important industries. Each year, ceremonies and celebrations throughout the country recognize Maritime Day.

Nationally, Maritime Day was celebrated in a variety of ways. The Maritime Administration posted a "virtual" ceremony broadcast on their website with this introduction:

"This year's theme – "America's Maritime Workforce: Connecting the Nation and the World" reflects the U.S. maritime industry's unwavering support of the nation, especially during the current challenge of COVID-19".

The 39-minute video featured messages from Dr. Billie Perrings, who served as a Radio Operator in the Merchant Marine in World War II, Cadets from all the Maritime Academies, U.S. Secretary of Transportation, Peter Buttigieg, and General Stephen Lyons, USTRANSCOM Commander. Unfortunately, it did not include Mike Rowe solo singing the Merchant Marine Anthem, "Heave Ho



The Merchant Marine Flag flies under Old Glory on Maritime Day PHOTO CREDIT, CAPTAIN DOUG SUBCLEFF

Captains RJ Klein, Don Moore and Chuck Lund proudly display the Merchant Marine and CAMM flags at the Ballard Locks in Seattle on Maritime Day.

PHOTO CREDIT, CAPTAIN CHUCK LUND

my Lads". A group of maritime cadets from the Paul Hall Center at Piney Point, MD did make a valiant effort at the end of program. The video can be viewed at: <https://www.youtube.com/watch?v=rb7ltUMXOPo>



# CROSSED THE FINAL BAR

## CAPTAIN S. VIC FAULKNER CAMM 2898 - PAST PRESIDENT COLUMBIA RIVER CHAPTER

Captain Sidney V. (Vic) Faulkner crossed the final bar 23 April 2021. He was born in Ronan, Montana on 13 May 1941. Raised in the west, he went east to Chicago in 1960 and worked on the docks as a welder and dock worker. He first shipped out as an Ordinary Seaman on a Laker. A year later he traveled to San Francisco, and found work on the SS *Lurline*, a Matson passenger ship sailing to Hawaii.

Captain Faulkner obtained his Able Seaman rating while sailing with Matson. In 1963, he went to Alaska and began working on tugs, first as a cook, then as a deckhand, and eventually moving up into the wheelhouse. He became Captain on tugs in the mid-1960s and continued working on Alaska tugs until the early 1970s. During this time, Captain Faulkner met Betty Tompkins in Kenai, and they married in 1969. In 1973, he joined the Panama Canal Company as a Tug Captain. Captain Faulkner became a Panama Canal Pilot in 1982, where he remained until he retired in 1999.

After retirement, he and his wife Betty, moved to the Great Northwest settling in southern Washington. Having joined the Council of American Master Mariners, Captain Faulkner joined the Columbia River Chapter after its formation in 2002 and later became President of the Chapter.

Captain Faulkner's wife Betty passed away in 2013. He is survived by his son David Faulkner, daughter Careen Faulkner, grandsons Shane Faulkner and Kyle Faulkner, and great granddaughter Amelia Lynn Faulkner.



*A tribute to Captain Vic Faulkner - by Careen Faulkner,*

*At the end of the bar is where he sits.  
No designer clothes, just full of grit.  
Gray hair and beard of white.  
Stormy gales to calm at night, his eyes have seen more than many sights.  
Scarred and leathered skin.  
Worn from red skies at night with sailors delight,  
to pink skies in the morning with many sailors' warnings.  
Crooked fingers all callused from the hard work put before him  
and not one did he let out do him.  
He took things on with vim and vigor.  
Where one would do good, he would do better.  
With a beer in one hand and a cane in the other.  
At first sight he looks like any other.*

## CAPTAIN MERCER JOYCE TYLER #3234 RP

Captain Mercer Joyce Tyler, 90, passed away April 15 2021. A member of CAMM for over 15 years, he enjoyed interacting with fellow Captains and Pilots at the Tampa Bay Chapter meetings.

Born in Worth County, GA, Captain Mercer graduated from the U.S. Maritime Service Deck Course in St. Petersburg FL, Nov 1949. He began his seagoing career as Ordinary Seaman on the Great Lakes with U.S. Steel. He sailed the Lakes as AB, Wheelsman and Bosun and in 1953 obtained his Original license – First Class Pilot Great Lakes, Duluth, Gary, Buffalo.

Captain Tyler continued sailing on Great Lakes until 1962, when he joined Military Sea Transportation Service and obtained an Original 2nd Mates License, Any Gross Tonnage, Oceans. In July 1969, he became a Panama Canal Pilot where he worked until retiring in 1990.

Captain Tyler is survived by wife Miyoja of 54 years, and many nieces and nephews. He will be missed by his family and friends.



## CAPTAIN CALVIN C. HUNZIKER, JR #2457

Captain Calvin (Cal) Charles Hunziker, Jr. was born in Seattle, WA on December 6, 1946 and passed away at home on March 25, 2021 after a hard-fought battle with lung cancer. He was the eldest son of Cal Hunziker, Sr. and Gloria (Igle) Hunziker. He graduated from Federal Way (WA) High School.

A 1970 graduate of Texas A&M Maritime Academy in Galveston, Captain Hunziker began his seagoing career with Sabine Tankers. He continued working on tankers with Maritime Overseas, sailing Master on the Panamax San Clemente Class Tankers.

In 1977, he travelled to Germany where he met his future wife, Elisabeth (Lisa). They married in Germany on October 7, 1978, and Lisa moved with him to Washington State. Captain Hunziker continued his seagoing career and traveled all around the world, sometimes with his new wife onboard! In 1980, Captain Hunziker and Lisa built a house on Tapps Island, where they raised their two daughters, Christina and Theresa.

Wanting to be closer to home, Captain Hunziker earned his Marine Pilot's license and established a longtime career with the Puget Sound Pilots. He safely navigated ships in and out of the Puget Sound for over 25 years and retired in 2010.

Captain Hunziker continued to contribute to safety standards in the maritime industry. After joining the Council of American Master Mariners (Camm), Captain Hunziker served as Camm's National President from 2008 to 2012. In 2014, he became Camm's representative to IFSMA (International Federation of Shipmasters' Association) and served as a Vice President of IFSMA. In 2020 Captain Hunziker again took on the role of National President of Camm.

In 2019, Captain Hunziker and his wife started the Elisabeth and Calvin C. Hunziker Endowed Scholarship, to sponsor students pursuing an undergraduate degree in Marine Transportation at Texas A&M University at Galveston. He greatly enjoyed the opportunity he had to sponsor and mentor a local (Washington State) cadet.

Captain Hunziker had other passions in life. In the 1990s he learned how to fly, and many sunny days were spent climbing into his Bonanza and viewing Puget Sound from the air. A lover of travel, Captain Hunziker and Lisa would spend a month in Mazatlán, Mexico. Additionally, Captain Hunziker, Lisa and their daughters often took trips to Germany to visit Lisa's family and create a second home.

Captain Hunziker was an active member of Trinity Lutheran Church in Enumclaw and enjoyed the faith community he found there. He was grateful for the visits and well-wishes he received from fellow church members. Captain Hunziker will be remembered as a loving husband, father, brother, and friend to all who knew him. He was witty, outgoing, and generous. We love him and will forever deeply miss him. Good-bye Captain, we wish you fair winds and calm seas.



## TRIBUTES TO CAPTAIN HUNZIKER FROM THE MARITIME INDUSTRY

*Cal will be very sadly missed by us all and for me in particular as he became both a friend and a mentor in my early days and was able to pass on a small piece of his knowledge to me.*

COMMODORE JIM SCORER, SECRETARY GENERAL OF THE INTERNATIONAL FEDERATION OF SHIPMASTERS

*Great leaders empower others, and I think Cal was doing a lot of that over the years.... many of Camm's successes should have been attributed to Captain Hunziker's humble, yet effective leadership.*

CAPTAIN DOUG SUBCLEFF, SEC/TRES CAMM SEATTLE

*On behalf of Captain H. Kasai, President of Japan Captains' Association and its members, I wish to express my heartfelt condolences the family of Capt Calvin Hunziker and member of Camm for their sad loss. He has always been an amazing supporter of the IFSMA and we very much appreciate the work and great contribution he did for IFSMA and maritime world.*

CAPTAIN K. AKATSUKA DIRECTOR, JAPAN CAPTAINS' ASSOCIATION AND VICE PRESIDENT OF IFSMA

*Cal will indeed be missed. All of you in this group have brought me joy and laughter with your individual personalities. Wish the world knew how great mariners really are!*

CAPTAIN GUSSIE ROTH, DEPARTMENT HEAD OF MARINE TRANSPORTATION AT TEXAS MARITIME AND NATIONAL SECRETARY/TREASURER CAMM

*It was really easy to see how deeply Cal loved to talk about Texas Maritime and ISFMA. He spoke about both from the heart, and it showed. I also really enjoyed his sarcastic and sly sense of humor, always giving every bit as much as he got.*

CAPTAIN CHUCK LUND, VP CAMM SEATTLE

*Cal Hunziker was one of a very few Deck Officers who forged me and motivated me to excel, although he should not be faulted for my many failings.*

*Two abiding lessons that Cal Hunziker taught me:*

*If you want to be a rebel, you had better be really good at whatever you are supposed to do.*

*How to party like a professional mariner.*

CAPTAIN WADE ARMSTRONG, PEARL HARBOR PILOTS

*When I read the news... that Cal was terminally ill I got tears in my eyes. Now that he has crossed the final bar I still get tears in my eyes just thinking about him. He was a wonderful man and a doer and has been a great asset Camm, IFSMA, and IMO... it will be very difficult to find his replacement.*

CAPTAIN GEORG PEDERSON, CAMM SEATTLE

*Very sad and untimely news! Cal was a stalwart Camm member who served the organization long & faithfully - including twice as National President. His leadership dedication & foresight will be missed! May God rest his soul forever more!*

CAPTAIN MANNY ASCHEMEYER, PAST CAMM NATIONAL SEC/TRES

*Anyone who goes to sea carries some left rudder - it is the ones who are hard over that you have to be leery of. For someone who went to sea, Cal's rudder was nearly midships. He was steady on his course, he walked the talk. His commitment, leadership and strength of character have been of great service to the maritime industry. Cal was the heaving line that reached across the water to bring Captains, Pilots, and seafarers together. For me it has been a privilege to know Cal and to count him as my friend.*

CAPTAIN RJ KLEIN, CAMM NATIONAL PRESIDENT

## Centers of Excellence Designations for Domestic Maritime Workforce Training and Education



Courtesy  
Maritime Executive

The U.S. Department of Transportation's Maritime Administration (MARAD) announced the designation of 27 Centers of Excellence for Domestic

Workforce Training and Education (CoE) in May 2021. The CoE designation recognizes community colleges and training institutions that prepare students for careers in our nation's maritime industry. These academic institutions are located in sixteen states and one U.S. territory.

"Our collaboration with these institutions represents an important expansion of MARAD's role in supporting maritime education and will help form pathways to good-paying American jobs in our nation's maritime industry," said U.S. Transportation Secretary Pete Buttigieg.

MARAD may now start working with the designated institutions to enter into cooperative agreements to help advance recruitment of students and faculty, enhance facilities, award student credit for military service, and potentially receive assistance in the form of surplus equipment or temporary use of MARAD vessels.

Authorized under the National Defense Authorization Act of 2018, the CoE program is designed to assist the maritime industry in gaining and sustaining a well-trained labor force while enhancing diversity and inclusion in the industry. Acting Maritime Administrator Lucinda Lessley. Stated, "The CoE designations recognize the high standard of maritime education and training provided by the designated community and technical colleges and maritime training centers. These institutions play vital roles in our nation's maritime industry by providing the training and skills students need to begin and advance careers afloat and ashore."

The Maritime Administration (MARAD) developed the CoE Program to support maritime workforce training and education at designated CoEs, including efforts of the designees to: admit additional stu-

dents; recruit and train faculty; expand facilities; create new maritime pathways; and award students credit for prior experience, including military service.

MARAD developed a policy to provide interested parties with comprehensive agency guidance on how best to apply for CoE designation. On a yearly basis, MARAD will review and consider all applications it receives and may contact applicants with questions to assist in reviewing their applications. The CoE Program is a voluntary program and, therefore, any eligible and qualified training entity is free to decide whether it wishes to participate in the program and apply for a CoE designation.

Information regarding the CoE program and the application process was disseminated through Federal Register notices. Successful applicants include accredited community colleges, technical colleges, and maritime training centers under State supervision. A searchable, interactive map is available to provide information on each CoE designee. Additional information at: Centers of Excellence <https://www.maritime.dot.gov/education/maritime-centers-excellence>

## ClassNK Issues an Approval in Principle for Renewable Energy System for Ships

In a significant step toward the realization of a zero-emission power and propulsion solution for shipping, Eco Marine Power announced that it has recently received Approval in Principle (AiP) from ClassNK of Japan (Nippon Kaiji Kyokai) for its Renewable Energy System for Ships - "Aquarius Marine Renewable Energy with EnergySail." Aquarius Marine Renewable Energy

(MRE) is an advanced integrated system of rigid sails, marine-grade solar panels, energy storage modules, charging system and marine computers that enables ships to tap into renewable energy by harnessing the power provided by the wind and sun. The array of rigid sails are automatically positioned by a computer system to best suit the prevailing weather conditions and can be lowered and stored

when not in use or during bad weather.

The rigid sails are based on EMP's EnergySail technology and these renewable energy devices can even be used when a ship is at anchor or in harbor. Each EnergySail can be configured with a mix of sensors, photovoltaic panels or other power generation devices.

*Continued next page >>>*

# A Return to Sail? No Regrets Approach Using Wind Power

The shipping industry is focused on developing alternative fuels such as hydrogen and ammonia to replace polluting bunker fuel, but these fuels will be at least three times more expensive and will not be ready for the shipping market for at least a decade, it is claimed. Using alternative fuels combined with wind power makes economic sense.

The Institution of Mechanical Engineers has just released a short technical policy paper *Accelerating Decarbonization in Shipping: A No Regrets Approach Using Wind Power*. The paper provides an introduction to the propulsion solutions available to shipping that will enable rapid decarbonization. This includes the use of wind as the primary energy, hybrid wind and/or fossil/alternative fuels and the potential for biofuels, hydrogen and ammonia as drop-in replacements for bunker fuel. The Institution of Mechanical Engineers promotes a complete move away from using fossil fuels for use in transport or any part of our energy system in the future. In the interim however, we must use solutions that provide the biggest and fastest reductions in emissions that affect our climate and air quality.

“Wind is free, clean, abundantly and



Artist's rendition, Ultrabulk ship with sails.

exclusively available to ships equipped to harness it,” said Diane Gilpin, founder and CEO of Smart Green Shipping. “It decouples ship owners / operators from volatile land-based commodity fuel supply, critical in an energy-constrained future – and, most importantly, has the capacity to drive emissions out of the shipping sector immediately.”

The Institution of Mechanical Engineers, headquartered in London, was established in 1847. It has operations around the world and over 120,000 members in more than 140 countries. The policy paper can be viewed at: <https://www.imeche.org/policy-and-press/reports/detail/accelerating-decarbonisation-in-shipping-a-no-regrets-approach-using-wind-power>.

*ClassNK >>> Continued from previous page*

Included in the scope of the AiP certification from ClassNK are two main sub-systems.

- 1) The EnergySail: a rigid sail type wind-assisted propulsion system that includes the sail structure, driving system and automated control system.
- 2) Aquarius Marine Solar Power: an energy management system to utilize solar power that includes photovoltaic (PV) modules, batteries, electrical system and control system.

Together these sub-systems are inte-

grated to form Aquarius MRE and within this system architecture various other equipment and sensors can also be connected. ClassNK approval for the Aquarius Marine Renewable Energy solution will lead to commercialization of a complete system.



Eco Marine Power rendition of a rigid sail ship

## Crew Changes - A Continuing Problem

Seafarers have been the unsung heroes of this pandemic. The world relies on them to transport more than 80% of trade by volume, including vital food and medical goods, energy, and raw materials, as well as manufactured goods across the globe. Seafarers have also been collateral victims of the crisis, as travel restrictions have left tens of thousands of them stranded on ships or unable to join ships.

The difficulties surrounding repatriation and crew changes also have a major impact on the shipping industry and have been identified as a priority issue with IMO and other organizations urging governments to intervene. The UN Secretary-General has expressed his concern about the growing humanitarian and safety crisis facing seafarers around the world, and called on all countries to formally designate seafarers and other marine personnel as “keyworkers” and ensure crew changeovers can safely take place.

While the progress made to designate seafarers as keyworkers and to facilitate crew changes and repatriation is encouraging, IMO remains very concerned about the many countries where restrictions remain. We are on the verge of a humanitarian crisis and a real safety issue – we cannot expect seafarers currently on ships to stay at sea forever. Many have already been on tours of duty significantly longer than the 11 months agreed by ILO as the maximum length of seafarers’ contracts. It is the responsibility of governments

to ensure seafarers and ships can continue moving, to enable the world to overcome and recover from the pandemic and keep the global economy afloat. As of March 2021, it is estimated that some 200,000 seafarers remain on board commercial vessels unable to be repatriated and past the expiry of their contracts. A similar number of seafarers urgently need to join ships to replace them. On any given day, nearly one million seafarers are working on some 60,000 large cargo vessels worldwide.

Crew changes are essential to comply with international maritime regulations for safety, crew health and welfare, and employment. ILO’s 2006 Maritime Labor Convention (MLC) states that the maximum continuous period that a seafarer should serve on board a vessel without leave is eleven (11) months. This period may be exceeded in situations of “force majeure”, but any extension must be accompanied by appropriate safeguards to avoid any abuse and protect seafarers’ rights. According to ILO, hundreds of thousands of seafarers have been required to remain on board beyond the 11-month maximum period. In some instances, seafarers have not been able to go home for eighteen (18) months.

### Why the Problem Exists

Due to the Pandemic, governments around the world suspended international flights, closed borders, ports and airports and imposed travel restrictions to foreign nationals to limit the spread of the novel coronavirus. Those restrictions directly impacted the capacity of seafarers to travel between the ships that constitute their workplace, and their country of residence. The very nature of international ship-



Seafarers need to be designated as keyworkers by all nations

PHOTO FROM IMO

ping makes it necessary for significant numbers of seafarers to travel by plane to and from ships every month, as their ports of departure or arrival may be thousands of kilometers away from their homes. Many are flown to their departure ports to embark on ships where they live and work for several weeks or months at a time. Once they reach their destination, they often need to be repatriated by aircraft.

Border closures mean some were unable to transit through foreign countries, or to travel to airports to catch their flights home. The situation is complicated by difficulties in obtaining visas or travel permits to transit countries or even to enter their countries of residence. Quarantine requirements may also hinder travel.

Significant numbers of seafarers have been unable to go home because they could not be replaced by relief crews. Seafarers report that their contracts are extended for months beyond their original end date, forcing them to stay on board. This has left thousands of seafarers stranded on ships with no prospect of being repatriated.

IMO endorsed a set of step-by-step protocols which set out general measures and procedures designed to ensure that crew changes can take place safely during the COVID-19 pandemic. These protocols have been drawn up by a broad cross-section of global industry associations representing various sectors of the maritime transport industry. The



Courtesy  
International  
Maritime  
Organization In  
Focus



*Crew of the MV Nadeshiko Gas show off their vaccinated arms. They were vaccinated with the help of the Port Arthur Seafarers Center and the Gulf Coast Health Center.*

PHOTO BY DOREEN BADEAUX

suggested protocols are for joining ships as well as leaving ships and repatriation. The protocols cover provision of personal protective equipment (PPE), COVID-19 testing, social distancing, hygiene precautions, temperature checking, temporary accommodation and proposals for designated lanes at airports for seafarers. They include recommendations to governments, maritime administrations and other relevant national authorities.

### Access to Medical Care Denied

There have been several cases of seafarers being denied permission to go ashore to receive medical care, despite presenting medical issues that were urgent but not related to COVID-19. In one case, a 45-year-old Russian seafarer suffering a stroke was initially refused permission to enter a foreign port to receive the live-saving treatment he desperately needed. The medical evacuation was finally authorized after UN agencies intervened.

Situations like the above like this create significant concerns for seafarers, who worry they may not get the medical care they need in case they become ill from COVID-19 or from other medical conditions. In addition, many seafarers have serious problems in obtaining repeat prescriptions for medication they take.

Under ILO's Maritime Labor Convention (MLC), port States must ensure that seafarers on board ships in their territory who are in need of imme-

diately medical care are given access to medical facilities on shore. The obligation to render assistance to seafarers in distress, including medical assistance, is also enshrined in the IMO Safety of Life at Sea (SOLAS), Maritime Search and Rescue (SAR), Salvage and Facilitation conventions, as well as in the United Nations Convention on the Law of the Sea (UNCLOS).

### Governments Need to Take Action

In September 2020, IMO's Maritime Safety Committee adopted a resolution calling on all governments to take urgent action to resolve the humanitarian and safety crisis faced by the international shipping community as a result of COVID-19. IMO and other organizations repeatedly urged governments to designate seafarers, marine personnel including cruise ship crews, fishing vessel personnel, offshore energy sector personnel and service provider personnel at ports as "keyworkers" regardless of nationality.

IMO urges governments to provide these personnel with the necessary support, such as exemptions from national travel or movement restrictions, to allow them to join or leave ships and to transit through national territories e.g. to an airport for repatriation. They must also ensure these personnel have access to emergency medical treatment and, if necessary, facilitate emergency repatriation.

### Keyworker Designation is Important

Keyworker designation is essential to exempt these professionals from specific COVID-related travel restrictions, allowing them to travel between their country of residence and ships, and to be repatriated at the end of their contracts. This is vital to allow crew changes to take place.

Crew changes are not only essential

for the health and wellbeing of seafarers themselves, but they are also vital to ensure commercial ships can continue to carry essential goods safely and without unnecessary interruptions. The keyworker designation ensures that the trade of essential goods, including medical supplies and food, is not hampered by the pandemic and the associated containment measures.

All seafarers and marine personnel are considered essential workers by IMO, regardless of the type of ship on which they are employed. IMO urges governments and national authorities to ensure seafarers working on cruise ships are entitled to the same exemptions as other essential workers.

IMO is encouraged by the increasing number of countries that have designated seafarers as keyworkers and invites more Member States to follow. More countries may have designated seafarers as keyworkers without reporting it to IMO. The situation remains complex and difficulties are still reported. In some cases, the keyworker designation may only apply to nationals of a particular country and restrictions still apply to seafarers from other countries - leaving foreign crew unable to transit through that country for repatriation.

### Seafarers Should Receive Priority for COVID Vaccination

Establishing priority lists for vaccination is the prerogative of governments. IMO Member States are encouraged to ensure seafarers, marine personnel and fishing vessel personnel receive priority vaccination. This will allow them to work and maintain vital supply chains, and it would help resolve the ongoing crew change crisis.

Seafarers fall under the category of essential workers outside the health sector, which also includes police officers, frontline emergency responders, municipal services, teachers, childcare providers, and agriculture and transportation workers. Moreover, seafarers fit into the category of workers who are in economically critical sectors and cannot carry out their occupation remotely. ⚓



# Professional Development Conference



## Keynote Speaker Congressman Brian Mast

Prior to his election to Congress in 2016, Congressman Brian Mast (FL 18) served in the U.S. Army for more than 12 years. He held the rank of Staff Sergeant and earned the Bronze Star, the Army Commendation Medal for Valor, the Purple Heart Medal, the Defense Meritorious Service Medal and a Purple Heart. While deployed in Afghanistan, he worked as a bomb disposal expert under the elite Joint Special Operations Command. The last improvised explosive device that he found resulted in catastrophic injuries, which included the loss of both of his legs.

Congressman Mast remained on active duty following the injuries and provided expertise to the National Nuclear Security Administration, and after his retirement from the Army, he continued working in counter terrorism and national defense as an Explosive Specialist.

Congressman Mast is in his third term representing the 18th Congressional District of Florida. In Congress, he is a member of the Transportation and Infrastructure Committee and the Foreign Affairs Committee, where he uses his military expertise to help strengthen the safety and security of the United States. Congressman Mast lives in Palm City, FL. with his wife Brianna and four children.

Congressman Mast, referring to having lost both legs, said, "I stand here before you because of amazing technology, because of an amazing nation and I stand before you without any regrets." Congressman Mast related how some of the sea stories he heard from the people in the room made him realize how treacherous and frightening a storm at sea can be, especially for those in command. He said that he had "respect for you and what you go through at

sea." Congressman Mast's "sea story" took place in Afghanistan on September 19, 2010. He remembers it vividly.

During his multiple tours of duty in Afghanistan on any given night, he would go out with his team because a high

target and there was only one place to forge the river. If he could figure that out, then the enemy could as well. It was most likely mined or booby trapped.

After checking the area on their side of the river, Congressman Mast crossed the river and began investigating for signs of IED, feeling for wires, batteries, or disturbed earth. Finding none he began advancing. After about three steps the device exploded, "...the device that I knew was there but had missed." After the explosion the Medics, without regard for their personal safety, came to his rescue. Congressman Mast said that the most painful thing I ever remember going through, was the tourniquets being ratcheted down on my legs. "They told me I would be OK, and I am OK." Congressman Mast said he was OK, mainly because he came home to an amazing nation and that had developed outstanding technology.

Congressman Mast's experience shaped how he thought about his new job in government. He realized that to be successful we must do the simple things at the highest possible level. Referring to his artificial legs, he said that, "The amazing technology I have underneath me does not work without the most basic elements of it working perfectly."

As a member of Special Operations, he said that the term "special" did not necessarily refer to special equipment but their ability to do the most basic tasks at the highest level. We need to pay attention to the simple details in order to accomplish more advanced objectives.

Congressman Mast stated that he was ask to address the future of technology in the maritime industry. He believes that it is the simple details to which attention



Congressman Brian Mast delivering his remarks at the Closing Dinner

PHOTO BY CAPTAIN AUGUSTA ROTH

value target had popped up on the grid. Their job was to kill or capture those individuals depending on how the operation developed in the field. Improvised Explosive Devices (IEDs) are the leading killers on the battlefield. Congressman Mast's job was to lead and clear the battle space. On the night of September 19, 2010, his unit was deployed to move against a high value target. They were dropped into a tall marijuana field near the intended target. There was a river which needed to be crossed to reach their

# and 2021 Annual General Meeting



Captain Lani stands to thank Congressman Mast for being our Keynote Speaker and stated that he was overwhelmed with his story and said "Thank God you are still here... keep going."

PHOTO BY MARITIME TV

must be paid. This will "help us make sure we can do the more advanced things, do them well and do them safely." By taking this approach, there are opportunities to do something really be exciting. If we do not pay attention to the basics we will not be able to accomplish our goals. These are the challenges being dealt with in Washington DC. Congressman Mast stated, "There are some really simple things that your government needs to do really well at a really high level and really, really soon or there's going to be some detrimental effects to (or nation's) industries."

We need to take the infrastructure ideas to rebuild our ports and rebuild our roads. We need to apply them in the right way so we can compete with the ports being built by China.



Captain RJ Klein presents Congressman Mast with a Certificate of Appreciation and pertinent issues of Sidelights.

PHOTO BY MARITIME TV

"There will be winners and there will be losers," said Mast. "And it will be based upon how wise we go out there and use the resources of the American taxpayer." We have serious challenges to deal with in

Washington.

"You all have a voice... Come to

Washington, engage with your representative and don't take any BS from them.... Ask serious questions, bring up serious conversations, don't waste your time with your representative. They need to hear about the most important issues in order to keep us on top. I frankly think that the world is better when the United States of America is on top as opposed to anybody else."

Congressman Mast was asked what he thought about the U.S exit from Afghanistan. He said that he supports the U.S. leaving Afghanistan. Is there concern about the turmoil – yes. Is there worry about resurgence in terrorism – yes. Our abilities to counter terrorism today are so beyond what they were in the year 2000 is the big-

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***You all have a voice... Come to Washington, engage with your representative and don't take any BS from them.***

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gest reason I can support the withdrawal of our troops. It is time to move on from that battle space. Congressman Mast said that there needs to be pressure placed on the U.S. government to be responsible for those who aided us in Afghanistan. There are 20,000 to 50,000 allies and interpreters and their families that need to be protected from retaliation by the Taliban.

Congressman Mast was presented with a Certificate of Appreciation along with issues of *Sidelights* that dealt with the Jones Act, U.S. Shipyards and a plan for Rebuilding the Military Sealift Fleet. The fifty plus in attendance gave Congressman Mast a standing ovation.

To hear the entire speech go to <https://www.maritimetv.com/Events/2021-CAMM-Conference/VideoId/4479/kn-brian-mast>

# Port Camaraval



Laura Anders Kutryb, Mrs Florida 2021, Congressman Brian Mast, Mrs. Ed Lanni



Cadet Brian Baylis and Captain Alexandra Hagerty



Texas A&M Maritime Academy Cadet



Attendees enjoy an evening at out together



Captains Willie Barrere, Robert Reighley



Attendees enjoy an evening at out together



Captains Manny Arosemena, Rich Grimison, Willie Barrere and G Pletcher



Captains at the PDC



Captains Willie Barrere, Geoff Pletcher, Frank Zabrocky, Lois Zabrocky, Alexandra Hagerty, and Robert Reighley



Captains Ed Lanni and Rich Grimison



Captain Deborah Dempsey and Lyn McClelland

Captains Frank Sheetz and Don Carr



Making a point at the Hospitality Suite



Captains Paul Hanley and RJ Klein



Geoff



Captains John Peterlin and Ed Carr

Florida



# Professional Development Conference



## Anchored in Excellence - Captain Ed Lanni

At the Closing Dinner, Captain Ed Lanni was awarded the first CAMM Anchored in Excellence Lifetime Achievement Award. Captain Richard Grimison introduced Captain Lanni and noted that Captain Lanni was responsible for bringing the CAMM Conference to Port Canaveral. He lobbied CAMM, Captain John Murray, Port Canaveral CEO, and the Port Canaveral Pilots. Captain Grimison informed everyone that May 11 is known as “Captain Lanni Day” at Port Canaveral and that Captain Lanni will be 96. Captain Grimison then outlined Captain Ed Lanni’s extraordinary and distinguished Merchant Marine career.

Captain Lanni began his career as a stowaway aboard a Great Lakes steamer out of Rochester, NY. Being orphaned at a young age, he overcame a difficult childhood having lost a knee due to infection. The knee was replaced with a rib bone which impacted his ability to walk throughout his life.

At the beginning of WWII Captain Lanni attempted to volunteer for military service but was turned away due to his knee. Not to be deterred, he volunteered for Merchant Marine service where the attending physician rejected him due to his handicap. Captain Lanni pleaded with the doctor to

“give him a chance” - the doctor signed off. He joined his first ship as a messman and his first trip was on the notorious Murmansk Run.

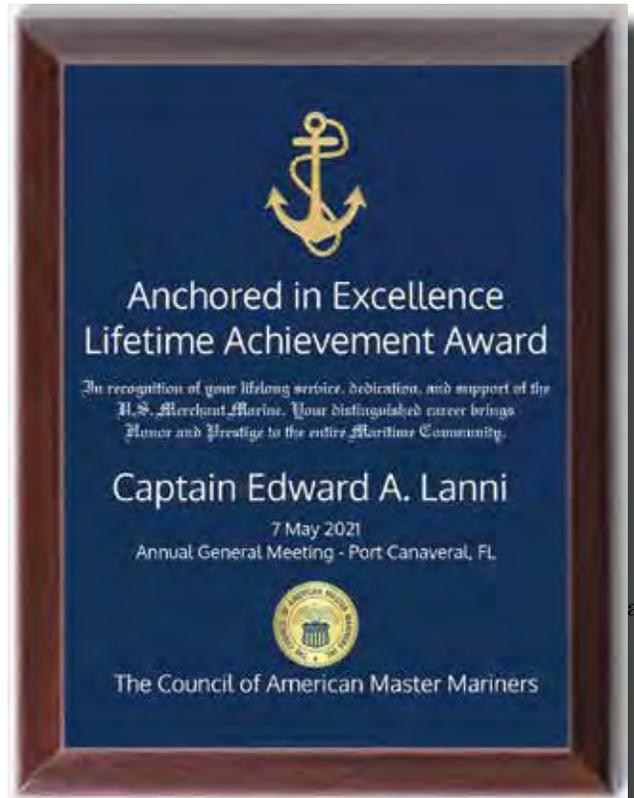
Captain Lanni sailed with Army Transport throughout the war and became a ship’s purser when his Captain learned that he had typing skills. After the war, Army Transport became the Military Sea Transportation. His Captain dismissed him from the ship so as to encouraged him to get his Third Mate’s license. Captain Lanni passed the exam and was able to pass physicals through luck and good timing (he did not let the medical examiner see him walk).

During his career, Captain Lanni served in six wars or armed conflicts accumulating many amazing stories along the way. He once took fire from the river banks while steaming up the Congo River. In the early 1950s as Captain of vessels homeported at Port Canaveral, he was a pioneer in bringing ships into the newly opened Port Canaveral. This was in support of the space and ballistic missile programs, including the Range Sentinel and the Vanguard.

Since retiring Captain Lanni has advocated tirelessly for the Merchant Marine, especially for Veteran status for WWII Merchant Mariners, and to educate the public about the often-overlooked service. Captain Lanni has been an active member of CAMM since 1969, becoming a Life Member in 2016. He is a member of the Propeller Club, Rotary Club and is involved in his communities as civic leader and supporter of numerous charities. Captain Lanni served for many years as an Ambassador for the Canaveral Port Authority Board of Commissioners. He has been engaged with the HELM Maritime Studies Program at Rockledge High School in Rockledge, FL where he is a favorite with students. They are amazed at his story of overcoming great odds to become a ship Captain.



*Captain Grimison presents Captain Lanni with the first CAMM Anchored in Excellence Lifetime Achievement Award. Upon being presented with the award Captain Lanni stated, “They say I’m a good talker, but I don’t know what to say now.”*





## 2021 Lalonde Spirit of the Sea Award

Captain Frank Zabrocky is the 2021 Lalonde Spirit of the Sea Award winner. He was introduced by Captain Deborah Dempsey the 2019 Lalonde Award Winner. The *Lalonde Spirit of the Sea Award* is the highest honor that the Council of American Master Mariners bestows on its members. It is named for CMM member, Captain/Father Maurice Lalonde. Father Lalonde was a graduate from SUNY (New York State Maritime Academy) and served as a Naval Officer in World War II. After the war he returned to sea as a civilian mariner, sailing in all deck officer ratings, including Master Mariner. Captain Lalonde came ashore and studied for the Catholic priesthood. After his ordination he returned to sea, donating his salary to his priestly order. After leaving the sea Captain/Father Lalonde spent time as a foreign missionary. He was a man of a tremendous giving nature and the recipients of this award represent this kind of overall selfless spirit.

Captain Zabrocky is a 1969 graduate of the United States Merchant Marine Academy. After graduation, he worked his way through the officer ranks obtaining his Master's license in 1981. In 1984 he was assigned as Master of the SS *Doctor Lykes*, a Seabee class vessel. No sailor goes to sea for over 20 years without coming home bursting with sea stories. And true for our awardee, one such story saw him in command in the winter north Pacific with typhoon force winds and seas.

With seas pounding the vessel, Captain Zabrocky was on the bridge for 36 hours. With the chief engineer directing operations in the engine room, and they managed to keep the vessel hove-to and the ship, crew and cargo safe. During the height of the storm, Captain Zabrocky was able to keep quiet his inner voice telling him "You know, this vessel could actually break apart." Instead, he maintained calm throughout the storm. His reputation for calm and skill during a very trying time traveled throughout

the Lykes fleet. Sailors would often wait for job openings aboard vessels under his command.

His generosity and kindness traveled with him. In Ecuador, Captain Zabrocky delivered a wheelchair to a maimed man on the dock so that that gentleman would no longer have to drag his body down to the ship to beg. Captain Zabrocky would push him up and down the dock while checking his ship's draft.

Another exploit resulted in Captain Zabrocky receiving the US Navy's Public Service Award, the third highest form of public recognition granted by the Navy.

In 1991, during Desert Storm, multiple ships declined the mission of delivering supplies to 8,000 marines at the port of Al Mishab in Saudi Arabia. At that time, the port was located within artillery range of Iraqi forces. Captain Zabrocky felt that as an American seafarer who had been educated at Kings Point at taxpayer's expense, it was his duty and honor to complete the mission. To deliver the highly explosive cargo to Al Mishab required his ship to transit oil covered and mine filled waters. Despite these obstacles, Captain Zabrocky took his ship, the SS *Mallory Lykes* into Al Mishab while the port was under missile attack and offloaded the vital cargo.

The trip on the SS *Mallory Lykes* was his last trip to sea. Captain Zabrocky ventured ashore becoming an instructor at MITAGS (Maritime Institute of Technology and Graduate Studies) teaching ARPA. In 1993, he moved closer to his home in Connecticut, working with the NCB (National Cargo Bureau) in New York City. After being selected to sail Master in 1984, Captain Zabrocky joined



*Captain Frank Zabrocky and Captain Deborah Dempsey, as Zabrocky presents the Lalonde Spirit of the Seas Award.*

CMM. In 2000, he was elected National President of CMM, in 2012 he was elected North Atlantic Vice President and in 2020 became Positions Vice President.

Coming ashore in 1991 brought the sweetness of family – marrying Lois and raising two children. When not working for CMM, you will find him spending time at his son's school. Friday nights are reserved for taking a crew of these kids from the Maplebrook School (a school which offers a superior education to youngsters who learn differently) out to dinner to socialize and share time together. Many of these students are from the international community and their parents cannot always visit them.

The Spirit of the Sea Award speaks to empathy and compassion. One's maritime career can serve as that vessel, that keel, that foundation, upon which to demonstrate the attributes of this award - humanitarianism, professionalism, seamanship, life-time achievement, noteworthy accomplishments, and contributions to the maritime industry – thereby living that Spirit of the Sea in everyday life. ⚓



# Professional Development Conference



## CAMM's 2021 Professional Development Conference Welcome

National President, Captain RJ Klein opened the conference by recognizing the major sponsors, Port Canaveral, American Marine Officers and the International Organization of Masters, Mates and Pilots. Events Co-Chairman Captain Rich Grimison introduced Port Authority CEO and Port Director Captain John Murray. Captain Murray welcomed everyone to Port Canaveral and highlighted the importance of Port Canaveral. Port Canaveral is the second largest cruise port in the world and has been significantly impacted by COVID. The Port is working through the problems and expects to be back to normal in the not-too-distant future.

After presenting a video highlighting Port Canaveral during normal times, Captain Murray stated that Port Canaveral will be the first port in North America to provide cruise ships with

LNG fuel. The Port has the largest mobile harbor crane in North America, and unique to the Port are rocket boosters and their barges. After a space launch, the booster rocket (s) are recovered three to four hundred miles offshore and returned to Port Canaveral. Port Canaveral has six state-of-the-art cruise terminals.

Taking questions, Captain Murray was asked when was the last time a U.S. flag ship came into Port Canaveral. On April 14, the MVAL Bahia was brought into Port Canaveral to be reflagged from Liberian to U.S. The Al Bahia is a Hapag-

Lloyd ship that will become part of the U.S. Maritime Security Program (MSP). Hapag-Lloyd is upgrading its fleet including their MSP ships and will be reflagging a total of five ships, all in Port Canaveral. Captain Murray was given a Certificate of Appreciation from the Council.



Captain John Murray, Port Canaveral CEO

PHOTO BY CAPTAIN RICH GRIMISON

## Advanced Technology Creates Opportunities and Challenges for the Maritime Industry

By Johnathan M. Rutz

Over the past decade, maritime incidents like the Costa Concordia shipwreck, and the Wakashio oil spill spotlighted the critical importance of global shipping. Ocean shipping is responsible for carrying 90% of world trade and accounts for \$14 trillion in global trade. The grounding of the Ever Given in the Suez Canal heightened awareness of the interdependence of countries' economies. For one week in March, the world understood the importance of ocean shipping as millions of television viewers watched the events unfold and compa-

nies announced cargo delivery delays.

Ms. Carleen Lyden Walker, Chief Evolution Officer for SHIPPINGInsight, was the first presenter at the 2021 Professional Development Conference. She addressed how fleet management and technology collide as new policies drive decarbonization and accountability in the maritime industry. Walker noted that the challenges for the maritime industry come in the form of decarbonization, digitization, defense, decisions and disruptions. The days of Chief Executive Officers being able to make decisions

related just to corporate operations are gone. Today, technology, data, and the socio-economic demands require CEOs be aware of all facets of operations, including what is happening on the bridge.

"We're seeing a convergence in our industry... technical and operations and commercial and corporate interests are converging and that's resulting in accountability, visibility and responsibility," said Walker. While this level of scrutiny raises accountability, it also creates challenges for mariners. Challenges include how corporate operations and



decisions address climate change around modern environmental, social, and governance objectives. Walker noted that overwhelming amounts of data will literally drowned decision-makers. To avoid this pitfall, companies will need to ensure that all information is well organized.

The decarbonization requirements from corporate and regulatory sectors continue to propel the industry towards efficiency metrics, cleaner fuels, and alternative energy (wind, power cells, solar, etc.). All of these standards and surveillance have affected current operations, sometimes with unintended consequences. According to Walker there has been an increased number of Japanese ships losing propulsion on the voyage from Japan to Los Angeles due to bad fuel. “We are truly

in the decade of decarbonization and, to address that, we’re looking at fleet optimization strategies,” said Ms. Walker. “We’re looking at alternative fuels and bunkering issues as well as energy alternatives.”

The vast amount of technology and digital information present an operational challenge as CEOs, CFOs, and COOs are struggling with how to replace their aging fleets (average age of the world fleet is 21.7 years). They cannot determine which type of ship to order because emerging technologies for fuels and propulsion options



*Ms. Walker’s virtual presentation focused on the use of modern day technology in the maritime industry. Above slide highlighted the need for consolidation and organization of information.*

PHOTO MARITIME TV



*Ms. Walker’s presentation was viewed with interest by CAMM members, Maritime Professionals, and Maritime Cadets*

PHOTO CREDIT, CAPTAIN AUGUSTA ROTH

are in flux. Maritime may need to re-evaluate shipping’s 25-year asset lifecycle.

Digitalization of information has tightened fleet management, helped with regulatory compliance, safety at sea, and the ability to evaluate risk and rewards. High visibility of maritime incidents through the internet have resulted in a greater demand for accountability. While new technologies have provided great benefit, with enhancements in data collection and monitorization, It has also brought the corporate Boardroom onto the bridge.

Walker stated that on operational levels, over reliance on technology, without solid situational awareness (like looking out the port hole of the bridge) can lead to a catastrophic incident. In the case of the Wakashio, Walker stated that the crew let their desire for cell service override common sense and the ship grounded resulting in a significant oil spill. The use of digital tools onboard can help deck officers but does not relieve them of the responsibility of maintaining situational awareness. According to Walker, in a conversation with the United Kingdom’s Maritime Accident Investigation Board the number one cause of incidents in today’s maritime is “paying more attention to the digital tools and not enough of looking up and seeing what is coming at them.”

Walker was asked how upper management could make informed decisions based on metrics alone. She responded that upper

management used to operate in a vacuum, focusing on shareholder value. The digital age has increased transparency, which should make upper management more responsible. Walker believes that technology will be an integral part of the maritime industry from digital charts to increased shoreside involvement in managing the operation of ships. However, as we face the future, it must be understood that there will always be a need for people with a maritime knowledge base to be aboard ship.



# Professional Development Conference



## I-COMMANDER: Predicting and Preventing Catastrophes



Captain / Doctor John A.C. Cartner's presentation, I-COMMANDER, was pre-recorded. Captain Cartner was unable to present in person,

due to a court obligation. Captain Cartner opened his presentation by defining I-COMMANDER as an acronym which stands for Integrated, Computerized, Operations, Masters, Management, Administrative, Navigation, Decision, and Engineering, Report. I-COMMANDER recognizes the vessel-shipmaster system within the trade, cargo, governmental, voyage and environmental systems. It is expected that I-COMMANDER supply the shipmaster with timely relevant information from past and current data to predict, with Artificial Intelligence (AI), the likelihood of a maritime catastrophe.

It is an attempt to address "the elephant in the room" in the maritime industry, Captain Cartner stated "We fix things after they happen, but we do not predict too well. We do not predict catastrophic failures, particularly at sea. In fact, we do not predict them at all."

The Torrey Canyon, Prestige, Exxon Valdez, Cougar Ace, and Estonia are examples of maritime disasters that could not have been predicted with our current applications of technology. What I-COMMANDER is trying to do is create a paradigm that permits us to bring together large amounts of data from the past and put it with current data to predict maritime catastrophes before they occur.

### How Will I-COMMANDER Work?

It will take into account data from around the world. We have centuries of maritime history, and in the past one-hundred years we have accumulated a huge amount of data from maritime



Left: Captain John A.C. Cartner gives his presentation via pre-recorded video from Maritime TV. PHOTO FROM MARITIME TV  
Above, in July of 2006, the Cougar Ace, developed a 60-degree list during ballast water exchange near the Aleutians.

PHOTO BY HILLEBRAND STEVE, U.S. FISH AND WILDLIFE SERVICE (RELEASED TO PUBLIC DOMAIN)

disasters. We can convert this data into algorithms which will tell us exactly how things happened, at what point they occurred, and what the situation was surrounding a catastrophe. I-COMMANDER would then collectively integrate them with real time data from a current vessel. This combination of information will allow the shipmaster, who is the decision maker, to look at the situation and project ahead using AI to predict the likelihood of failure. This concept is sort of obvious, but no one has gathered together, in one integrated backbone, the information we need. This technologically is feasible and is being done in other fields.

### What Catastrophes Could I-COMMANDER Predict?

The first area we contemplate working on is catastrophic oil spills. They are a major concern to the public, cause considerable ecological damage and result court fights which can last for years. If we can predict and prevent even one of these incidences we will be way ahead of the game. Looking at data on this particular type of marine accident, they may be readily predictable if we harness the algorithm with the paradigm linking I-COMMANDER with past experience.

### I-COMMANDER Development and Access

It starts with a conceptual backbone which brings together essential four elements for I-COMMANDER.

The most important element is data. We will gather the data from governments, non-government organizations, and private data holders. We will also try to harness all the data from the academic institutions which deal with marine catastrophes. This data will be reduced to algorithms which will be put into a set of parallel algorithms that we gather from ships. We are currently gathering real time information from ships - weather, how the ship acts in certain sea conditions. Then, we will fuse the two sets of algorithms in software and within the AI we develop a predictive model in real time as to what the occurrences will be whether certain decisions are made or not. It has been found that in major disasters failures are cumulative. "For want of a nail, the horseshoe was lost,...the kingdom was lost." It is this type of sequential failure that we will look for and incorporate into I-COMMANDER. We have found that

*Continued next page >>>*



## More Than Just Traffic Control

Captain Kip Louttit, Executive Director for the Marine Exchange of SoCal (VTS for Los Angeles/Long Beach Harbor – LA/LB) started his presentation with detailed information about the Marine Exchange of SoCal (MX SoCAL). Despite Los Angeles and Long Beach being the number one and two container ports in the country, containers ships are only 47% of the harbor's ship traffic. The MX SoCal controls over 4,500 large ship movements per year and is the only VTS in the country that is a private/public partnership. Captain Louttit is proud of the VTS record – since 1994 with more than 700,000 participating underway vessels they have had zero collisions, allisions, or grounding.

Each VTS watch includes two Marine Exchange Controllers funded by user fees and one USCG Controller. As a private entity (501 C6 nonprofit organization), the MX SoCal can purchase the best and latest equipment without government interference. With this state-of-the-art equipment, MX SoCal is able to put the VTS on a five-site local area network. The Los Angeles Pilots, the Long Beach Pilots, the Marine Exchange, the Port of Long Beach and the USCG Sector Command, all use the same VTS system. This enables all stakeholders to have the same operating picture. On more than one occasion this enabled MX SoCal to safely control ship movements in unusual circumstances.

### Well Beyond VTS

Using modern technology, a Dynamic Under Keel Clearance Project was enacted. This has enabled tankers and other deep draft vessels to take advantage of the maximum draft allowance while maintaining sufficient under keel clearance.

*I-COMMANDER >>> Continued from previous page*

these cumulative failures pop up fairly regularly when you analyze the data.

I-COMMANDER will be on the cloud so that those who have an interest and a license to use it will have access. The ideal concept will be that, when a voyage

With four independent IT networks, the threat of a cyber-attack looms large. Securing these systems is Captain Louttit's number one concern.

To date, the MX SoCal has not had a cyber-attack. However, 2020 presented a variety of challenges (refer to photo). Making sure that today's VTS is ready for the future requires that plans are in place and that backup equipment has been tested and exercised.

### The Future is Now

COVID 19 required an adaptation to working remotely. MX SoCal was able to conduct initial training for VTS controllers remotely. By offering remote access, they doubled the attendance at the Harbor Safety Committee and Area Maritime Security meetings. They even set up a satellite control center in General Manager's garage which has full functionality of port control. In the event the MX SoCal building became non-functional, they could continue to operate from a remote location.

Two years ago, the Boeing Company showed up with an autonomous sub-

marine, the Eco Voyager, and informed the port that they would be doing test operations in the area. Working with the Navy and USCG the MX SoCal set a safe test area and also a safe depth for the vessel to be at when crossing the traffic lanes in the LA/LB area. The government has started flying UAVs (Unmanned Aerial Vehicle) in the port area as part of law enforcement. UCLA Fly has funding to start flying drones above ships to measure their emission to determine if they are using the proper fuel. Agents and shipowners are now transporting small packages, paperwork and test samples bottles to docked ships in Oakland and NOLA. Who controls their movement? VTS is becoming more than ship traffic control. *To see the entire presentation go to:*



*Slide 1 2020 presented unusual challenges for MX SoCal*

*PHOTO FROM MARITIME TV*

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<https://www.maritimetv.com/Events/2021-CAMM-Conference/VideoId/4466/9-tomorrows-uts-today-more-than-just-traffic-control>

will be the possibility to avoid maritime catastrophes. Major maritime disasters seem to occur yearly; oil spills, collisions, capsizing and founder. If I-COMMANDER can prevent even one calamity, it would be well worth developing.



# Professional Development Conference



## LNG-Powered Fleets - A Trend or the Future of Maritime Operations?

By Alexia Retallack, Sidelights Staff



PHOTO BY CAPTAIN RICH GRIMISON

The LNG Panel talked about the future of ship's fuel. LtoR: Paul Fitzpatrick, Tote Services; Chad Verret, Q-LNG Transportation and Harvey Gulf International; Lt. Richard Quintana, USCG; Robert Butts, Pivotal LNG

When the World Bank published its article, "Charting a Course for Decarbonizing Maritime Transport," dismissing the potential of LNG and encouraging investment in ammonia and hydrogen the maritime industry took notice. Was this a valid assertion? At the Council of American Master Mariner's (CAMM) annual Professional Development Conference in May 2021, multiple LNG industry leaders and the U.S. Coast Guard debunked the rhetoric. Their key point: LNG offers a safe alternative fuel that not only eliminates the Sulphur dioxide (Sox) and Nitrogen oxide (Nox) emissions from traditional heavy fuel oils, but it can also save money on maintenance and engine wear.

With any emerging technology or fuel alternatives comes necessary regulatory oversight. The U.S. Coast Guard took a more proactive approach to regulation development and compliance with the LNG maritime market to allow industry to grow, advance and develop. USCG regulations for LNG are still under development but the USCG started with policy letters to adopt international codes and put out engineering standards, to design a base to give industry the chance to build their vessels prior to having full regulations for design operations, fueling operations and ship to ship bunkering.

"Port Canaveral is the second busiest cruise port in the world," said Lt. Richard Quintana, USCG, with 17 years of service. "The Marine Safety Detachment [located here] is trying to keep pace with industry." Lt. Quintana stated that LNG which is composed of methane, ethane, propane, butane and nitrogen, has been around for a very, very long time (Michael Fraday was the first to liquefy natural gas in mid-19th century). Lt. Quintana noted - contrary to the World Bank - that LNG is one of the foremost trends affecting today's maritime industry and it is critical to understand its relationship with pressure to ensure safe operations. He noted there were three driving factors to using LNG:

- 1) Environmental footprint that LNG has - it has no Sulphur
- 2) Costs - there is a cost benefit in the long run
- 3) IMO 2020 greatly reduced emissions from ships

The US has experienced success with LNG and is serious about competing in the world marketplace. The U.S. is slated to become a major exporter of LNG and has seven export facilities with seven more being constructed. More are permitted and a number approved but not yet in construction.

The success in the LNG market has

accelerated the development of U.S. LNG service vessels. Crowley, Harvey Gulf, and Tote are currently the primary LNG fleet holders. Chad Verret, President of Q-LNG Transportation and Executive VP of Harvey Gulf International, demonstrated how quickly industry moved on LNG. He noted that he was introduced to LNG powered ships in March 2011, and by October of 2011 they had their first contract for an LNG vessel. Five additional LNG service vessels were delivered to Harvey Gulf in 2014. Verret discussed the dependability record of LNG. Their combined managing group has over 25 vessel years of operation with LNG-powered vessels, and they have had less than 1% downtime.

Robert Butts, Manager of LNG Business Development at Pivotal LNG and parent company Bershire Hathway Energy, augmented the discussion of LNG carriers and refueling operations. Butts, who has 26 years with the USCG, works with the delivery of LNG and the pipeline services, above ground and below ground storage. To refute quips from outside of the industry challenging LNG safety, Butts noted that Covepoint, the East Coast's largest U.S. LNG import/export facility, has been in service since 1978 and has completed 185 LNG loading operations without incident. For an industry that is not lim-

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ited to the marine environment Butts stated, “it takes boldness, initiative and integrity [for businesses], and for ports innovation, commitment and empowerment. LNG applications include railroad, propelled shipping, and Space X and NASA.”

Instead of the World Bank’s assessment of LNG being temporary or short-lived, Butts noted that the order-book shows a number of LNG cruise ships under development and ample opportunity for growth in the industry, including Polaris Energy’s work on a new ATV barge to be delivered in the fall of 2021.

To complete the panel discussion of LNG, Paul Fitzpatrick, Tote Services Port Engineer, dove into a full design, engineering and operational overview of LNG vessels. Founded in 1982, Tote is comprised of three divisions: TOTE Alaska, Tote Puerto Rico, and Tote Services which is vessel management. Tote is currently participating in a number of LNG options: building, converting and operating LNG vessels. Tote has two classes of LNG powered vessels – the Marlin and the Orca.

The Marlin class container ships specialize in bulk fructose, auto frames, containers, and reefers. The Marlin class ships were built with efficiency improvements to their hull design, engines, underwater coating, propeller type and cargo capacities and LNG played a major role in the design. For safety, a Marlin vessel has 2,900 cubic meter tanks that can accommodate 9 bar of pressure on the vessel. Tanks are out on the deck as they were built under the 2013 and 2014 guidelines when LNG tanks were not allowed inside. The IGF Code – International Gas and Fuel - was ratified in 2016 by the IMO and is the guide as to how to construct and



*The MV Isla Bella passes by El Morro Castle as she enters San Juan, PR. The ship is one of TOTE’s new Marlin Class ships powered by LNG.*

PHOTO FROM TOTE MARITIME

operate LNG vessels. While this resulted in some loss of cargo space, the on-deck arrangement opened up operational advantages when maintaining the LNG Tanks and their supportive equipment.

According to Fitzpatrick, the current Orca Class is being converted to LNG. The vessels were converted originally from HFO (Heavy Fuel Oil) to diesel and now to LNG. This class of vessel includes car carrier and trailerized cargo and provides 30% of the goods going from Tacoma to Alaska. Conversion actually takes place during standard vessel operations, so TOTE does not need to remove the ships from service.

The conversion started with the addition of LNG storage tanks, followed by the LNG-PAC system (pumps, bunkering station, and the equipment need to handle LNG.). After the delivery of the Marlin Class ships TOTE reviewed the original design which called for replacing the diesel engines. They determined that they could convert the existing engines to enable dual fuel operations. The onboard conversion is taking place during the summer months when weather in the Gulf of Alaska is not a major concern.

Fitzpatrick noted that bunker ship Queen Jacksonville has been successfully delivering LNG to the Marlin Class ships “flawlessly” for the last three years. Quality control for LNG fuel presented a challenge at first because a sample of the fuel cannot be taken and stored

after bunkering. To address this challenge, the LNG undergoes real time analysis as it is being pumped off the delivery barge. This ensures robust quality assurance, and the analysis is given as part of the delivery notice.

As LNG has taken hold and grown, industry has looked beyond vessel and bunkering operations to safety involving a material that is extremely cold – as low as 1600 Celsius to reach liquid state. First responders in ports handling LNG have been provided special training in handling cryogenic material, and local hospitals have been advised of the potential for cryogenic burns. In addition to the intense cold, LNG presents a hazard as an extremely fast expanding gas at standard atmospheric pressure. Upon escape, LNG expands 600 times as it goes to its gaseous state which means a very, very small amount makes a very, very large cloud.

Pipelines on LNG ships are either single walled or double walled, and the hazard zones are labeled accordingly. There are three hazardous zones designated in the IGF; Zone 0 – explosive gas is present, Zone 1 – explosive gas is likely present, and Zone 2 – explosive gas is not likely present. Singled walled areas are designated as Zone 0 or Zone 1 while Double walled areas and areas beyond the LNG work area are designated Zone 2.

*Continued on page 35 >>>*



# Professional Development Conference



## Maritime and the New Space Age

In the 1960s, the space program used the oceans for a soft-landing area to recover space capsules carrying astronauts. The booster rockets used in launching were allowed to fall into the ocean with no thought of recovery. The maritime support needed by the space program was minimal and mostly carried out by the military. This all changed in 2002 when Elon Musk founded SpaceX with the goal of making space flight affordable. To do this, SpaceX focused on reducing the cost of the launch rockets. They developed a cheaper engine (Merlin engine), but more importantly they developed re-useable rockets. SpaceX successfully recovered a launched rocket for the first time in 2015 and in 2017 reused a recovered rocket.

Space X representative, Mr. Joe Bussenger, Sr. Manager Launch & Recovery Operations for SpaceX and USCG LCDR John DiNino, Supervisor, Marine Safety Detachment, Port Canaveral made a presentation at the Professional Development Conference focusing on maritime involvement in the recovery of first stage booster rockets. These used rockets are often landed on autonomous barges.

According to their website, “SpaceX’s family of Falcon launch vehicles are the first and only orbital class rockets capable of reflight. ... Falcon lands on one of our Autonomous Spaceport Droneships out on the ocean ...” SpaceX rockets are designed to withstand reentry and to land back on Earth. Since the majority of the launch cost comes from building the rocket, the recovery and reuse of launch rockets has significantly reduced the cost of each launch. To date, they have landed more than 80 rockets and re-used more than 60.

Musk decided SpaceX’s first rocket would be named Falcon 1, a nod to Star Wars’ Millennium Falcon. SpaceX currently uses launch bases at Cape Canaveral, FL, Space Force Station, space launch complex 40; Kennedy Space Center, FL, launch complex 39a; and Vandenberg Air Force Base, CA, space



*SpaceX: Joe Bussenger, Sr. Manager Launch & Recovery Operations for SpaceX*

launch complex 4 east. Additionally, SpaceX is building the world’s first commercial launch site designed for orbital missions at Starbase in Texas.



*USCG: LCDR John DiNino, Supervisor, Marine Safety Detachment, Port Canaveral*

SpaceX operates a fleet of eight space support vessels to recover their rockets. The fleet includes two Autonomous Spaceport Droneships for offshore booster landings. For today’s space operations, maritime support is integral to the launch and recovery. It is no longer ancillary as it was in the early days the space mission. Autonomous Spaceport Droneships are used as a platform to recover the first stage rockets. Autonomous platforms are practical as it would be unsafe to have personnel aboard when a rocket is making a landing. The droneships are modi-

fied barge outfitted with a large landing platform, station-keeping thrusters, and other equipment to allow SpaceX to land boosters at sea. They are not designed to autonomously travel over long distances. A support tugboat tows the droneship to the target position and once at the landing zone the thrusters and other required equipment are activated. Support vessels and the tugboat then retreat to a safe distance to observe the landing.

Weather has always been a deciding factor in the go sequence for a launch. Launch commit criteria at launch site must meet specific weather conditions based on temperature, wind speed, precipitation, and lightning. Now, not only are weather conditions at the launch site important but down range maritime weather conditions are part of the go sequence for a launch. A scheduled launch may be cancelled if the forecast is for adverse weather in the recovery area. For example, marine weather off the coast of North Carolina can affect a launch from Cape Canaveral.

The USCG estimates that a fleet of seven or eight space support vessels can create the same amount of regulatory work as 200 merchant vessels. Why? Technology in the space industry is changing so rapidly that the owners of space support vessels request changes to regulated shipboard equipment weekly. These changes must be approved for shipboard use by regulatory bodies, including the USCG. Dealing with non-maritime companies that are used to making changes at the speed of innovation presents a real challenge to USCG inspectors. Often companies request an inspection of equipment that has yet to be approved for maritime use. Even worst, an inspector may board a space support vessel to find an unapproved and uninspected piece of equipment already installed.

The new era space program is closely linked to the maritime industry. SpaceX launching of satellites will bring fast-

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Above and top right, booster rocket sSpace X 1, 2 land on autonomous barge.

NON COMMERCIAL 2.0 GENERIC (CC BY-NC 2.0) GPS III-5 MISSION

Bottom left: THAICOM 8 first-stage arriving in port Canaveral after ocean retrieval, August 2016

SPACEX PHOTOS



er internet speeds to ships while other satellites will enhance AIS tracking. SpaceX is also at the forefront of developing and using autonomous ships. A new challenge for today's mariners may soon be how to interact with an autonomous ship at sea. 

LNG >>> Continued from 33

Fitzpatrick stated that these hazard zones created some challenges during bunkering operations. All outlets, lights and other conduits that could be sources of spark ignition needed to be made intrinsically safe. Additionally, since 440-volt electrical reefer outlets cannot be made intrinsically safe, the power source to the outlets are deactivated during bunker operations.

To operate safely, LNG ships must have a nitrogen supply. Most LNG ships are equipped with nitrogen generators and a large nitrogen storage system. For redundancy, shoreside filling stations have been added. LNG is not 100% emission free as it needs a bit of diesel to assist with the ignition process. The U.S. has the cleanest LNG, depending upon provider, up to 98% methane. According to Fitzpatrick, depending upon the LNG

mix, it may take 1-10% diesel to trigger ignition, but in his experience, a ship may burn 5 cubes (cubic meters) of diesel for several hundred cubes of LNG. Asked about the cruising range of LNG powered ships, the panel responded that it is dependent upon the ship design and storage. TOTE's Marlin Class ships have a range of just over 4,000 nautical miles, while the new VLCCs being built by Shell will have an 18,000-mile cruising range.

Father Sinclair Oubre asked about the media reports, most recently from the World Bank, concerning "methane slip" that threatens to bring an end to LNG, even though LNG eliminates all Nox and Sox. Vetter answered that the combined methane slip from the current LNG fleet of 240 ships does not equal the methane slip produced by the sheep in Quinsy.

Fitzpatrick pointed out that LNG produces no soot and is not caustic, so engine maintenance is affected for the better, with incredible life increases on the engine components as failures from soot build up are minimal. This has resulted in a focus on lubricant oils and their reaction to low Sulphur fuels. Fewer impurities in lubricating oils has resulted in a cleaner, more efficient and cost effective marine fleet.

Noting that the World Bank is pushing investment in hydrogen technology, Vetter stated that the challenge is storage of enough hydrogen to power a vessel. Hydrogen also has leakage issues that could raise significant safety concerns – think Hindenburg. Vetter firmly believes LNG is more than a trend – it is the maritime fuel of the future. 



# Professional Development Conference



## State of CAMM

National President, Captain RJ Klein, opened the 81st Annual General Meeting by welcoming all members in attendance. He thanked this year's major sponsors, Port Canaveral, American Maritime Officers (AMO) and the International Organization of Master, Mates and Pilots (IOMM&P).

Captain Klein noted that since the 2019 meeting in San Diego, thirty-three (33) members have crossed the final bar. He marked the passing of Captains Hunziker, Leback, Moloney, Neim, Subcleff, Faulkner, and Murphy as they had all been part of CAMM's leadership team. During the same period of time CAMM has added thirty-eight (38) new members. This is good news given that the pandemic has made it difficult to do in-person recruiting. Membership VP, Captain George Zeluff will endeavor put together

a recruiting campaign to attract younger members who are moving into command position with the merchant marine.

A five-year Strategic Plan is to be developed to enable CAMM to identify its goals and an action plan to accomplish the targeted goals. The plan will use our Mission Statement as guidance. The plan will include a method of presenting CAMM as an informed professional organization. It will develop a strategy to increase membership, increase recognition in the industry and congress, and establish a presence on social media.

Captain Klein stated that CAMM continues to be more visible to the maritime community and in Washington, D.C. Prior to the Pandemic, CAMM had started to be noticed in D.C. by MARAD and select members of congress. We will continue building on this founda-



Captain RJ Klein gives State of CAMM address.

tion by being pro-active in maritime legislation. The organization is moving ahead and that a Strategic Plan will ensure that CAMM can maintain a steady course in the right direction.

## Captain Mark Vlaun Addresses CAMM Membership

Captain Mark Vlaun, Commander USCG Sector Jacksonville addressed the members in attendance at the AGM. Captain Vlaun outlined the missions of the USCG in the Jacksonville Sector.

Sector Jacksonville was established August 16, 2005, when the USCG reorganized its Operational and Marine Safety field units into Sector commands. Sector Jacksonville's Area of Responsibility (AOR) encompasses 40,000 square miles of ocean and inland waterways. The Sector's AOR includes 190 miles of coastline from King's Bay, GA (southern border of GA) to Port Malabar, FL (near the midpoint on the east coast of the Florida peninsula). The AOR also includes 161 miles of the St. John's River and 248 miles of the Intercoastal Waterway, as well as five Department of Defense installations and the U.S. Eastern Space and Missile Center.

Sector Jacksonville performs traditional USCG functions such as Marine Inspection and Search and Rescue and maintaining Aids to Navigation. Captain



Captain Mark Vlaun, Commander USCG Sector Jacksonville.

Vlaun described the USCG as a "Swiss army knife" due to its varied mission assignments. He said that every Sector of the USCG has a different focus area. His top priority is to ensure the nuclear safety and safe transit of the largest Boomer Fleet in the U.S., which is located at Kings Bay. This is a no fail mission for the USCG.

Two other areas of focus are LNG fueling operations and space support.

There has been a significant increase in the use of LNG as ship's fuel and Sector Jacksonville aims to ensure that ports and shipowners are in compliance with bunkering regulations. He stated that they provided port security and regulatory oversight for LNG bunkering. Space support is also a challenge. Today's maritime is more intimately involved in space operations. Autonomous ships play a major role in booster rocket recovery and astronauts landing in the ocean; the fleet support side of space operations is integral to the mission.

Captain Vlaun endeavors to ensure that his sector maintains a consistent, uniformed, and transparent presence. Consistency means delivering the same message to all stakeholders. Uniformed means that if a company hears a rule clarification from the USCG in Jacksonville, they should hear the same thing in New York. Transparency means that Sector Jacksonville will explain without reservation why and how a decision was reached.



## Reports and Positions

### Chaplain Report

Father Sinclair Oubre read the Final Roll Call for 33 members who had crossed the final bar since CAMM's last meeting (May 2019). Following the roll call, Captain Klein rang eight bells in their memory followed by a moment of silence. Father Oubre also delivered an update on seafarer's health and welfare.



Father Sinclair Oubre read the Final Roll Call for 33 members since May 2019, who had crossed the final bar since

### Chapter Reports

Houston – Captain Mike McCright stated that the Houston Chapter is meeting jointly with the Nautical Institute. Chapter membership is approximately 20 but attendance at the meetings is sparse.

Tampa Bay – Captain Manny Arosemena informed us that Tampa Bay has resumed monthly meetings at the Columbia Restaurant. Meetings are held the 2nd Tuesday of each month except July, August and September.

Los Angeles/Long Beach – Captain Robert Reighley reported that new president Captain Mike Jessner was doing an excellent job since taking over from Captain Boatner. Like all chapters, LA/LB has been affected by the COVID pandemic.

Seattle – Captain Don Moore updat-

ed the Council on the Seattle Chapter actives. While no in-person meetings have been held, the executive Board has held zoom meetings. Seattle was able to hold an online fund raiser which allowed the Chapter to continue its yearly \$5,000 scholarship to a Youth Maritime Training Association student.

Texas A&M (Cadet Chapter) – President Abigail Johnson presented ideas for engaging more State Maritime Academies by requesting contacts for her to reach out to build ties. She introduced the Texas fundraiser CAMM T-shirts which the cadets wore while helping with set up. Cadet Johnson also announced the “Adopt a Cadet” program. See the Cadet Corner on page 12. No other chapter representatives were present.

### Vice President Reports

**Membership** – Captain George Zeluff announced that we are actively recruiting and getting new membership. With the active Texas A&M Maritime Academy, we have almost 50 new members this year. Captain Zeluff challenged the group to continue recruiting.

See Captain Zeluff's report on Page 10 for additional membership information.

**Media** – Captain RJ Klein reported that in 2011 *Sidelights* revamped its publication timeline from quarterly to bi-monthly to attract more advertising. This did not produce the advertising revenue as planned. Given the cost of producing *Sidelights* Captain Klein proposed that CAMM transition back to being a quarterly publication. This will reduce overall production cost and create a more efficient process for producing *Sidelights*. It was unanimously approved.

It is recognized that for growth, CAMM needs to be more visible in Social Media platforms to reach younger people in the industry. Discussions followed about how best to achieve this goal. Administrator



Captain George Zeluff, VP Membership delivers his report.

assignments for Facebook and Linked-in were given to Captains Manny Arosemena and Klein. Texas A&M Maritime Cadet Chapter President Abigail Johnson will assist in updating these platforms and will help to create new social media platforms.

**Secretary/Treasurer** – Secretary/Treasurer, Captain Augusta Roth presented an overall capstone of the budget - it is tight but should be in the positive range as we finish the fiscal year. Monthly balances were given, and members were invited to ask questions. Captain Roth stated that there are over 100 memberships which impacts our budget. She pleaded for members to recruit and get members to pay dues on time. Captain Roth thanked the members for their patience as she learns her new position. She has almost completed a full year cycle which will make it easier to provide the 2022 annual budget to the BOG on time. Captain Roth is open to discuss any CAMM finances with those wishing for more a detailed breakdown.

### Positions

Vice-President, Captain Frank Zabrocky took the con and wrangled the attention of members to focus on

*Continued next page>>>*



# Professional Development Conference



## Annual General Meeting

### Old Business

None.

### New Business

#### Appointments:

The passing of President Cal Hunziker resulted in leadership openings. Captain Klein stated that he intends to appoint Captain Joe Hartnett as Executive Vice-President contingent upon his willingness to accept that position.

Captain Klein asked the membership for input for the position of International Vice President. This position includes representing CAMM at IFSMA. Captain Hagerty volunteered to fill that position stating that she is a founding member of the Younger Members Council with the Nautical Institute and travels to London in that capacity. She has also been in London with AMO to be part of the IMO Marine Environmental Protection Committee. Since she is in London at least once a year she is willing to serve

as CAMM's representative to IFSMA. Hearing no objection from the floor, Captain Hagerty was appointed the new International Vice President. Captain Wade Howell volunteered and was duly appointed as the Chairman of the Financial Committee. Captain Kevin Coulombe and Captain Kip Louttit were appointed to serve on the Finance Committee. Captain Frank Zabrocky was appointed as Chair of the Constitution and By-Laws Committee.

#### MARAD Administrator

One of the reasons that CAMM was formed in 1936 was the passage of the



Newly-appointed VP International Relations Captain Alexandra Hagerty makes a point during discussion at the AGM with Captain Willie Barrere,

Maritime Act of 1936. CAMM wanted to have input as to who would be the head of Maritime Commission (Joseph P. Kennedy was appointed by FDR as the first head of the Maritime Commission). With the change in administration in

Reports and Postions >>> Cont'd from page 37

CAMM's Positions. All current positions were reviewed and voted to maintain except for Position 2017-01 - Supporting Energizing the American Merchant Marine Act. This position was amended to remove reference to HR 1240/115 which is no longer active. Position now reads: SUPPORT legislation which requires that a fixed percentage (minimum of 30% preferred) of LNG and crude oil exports be transported on vessels documented under U.S. law (U.S. Flag Ships).

New Position: View 02-2019 - Proper Fit for Firefighting Outfit has become Position 01-2021: Propose to the USCG and IMO that the CFR(46 S/S 96.35-10) and SOLAS (Chapter 11-2) regulations be amended to include that the company shall maintain a sufficient on board inventory of Firefighting Outfits (approved Protective Clothing, Boots, Gloves and

Helmets ) to properly outfit a minimum of four crew members. Such inventory must take into account diverse body types and varying foot sizes of crew members. Clarification statement: CAMM supports Masters to use all regulatory means, such as Near Miss Reports, ISM, P&I, to require the company to provide sufficient and adequate firefighting outfits.

From CAMM's 20 Positions, members created a Top 3 priority positions list, approved by the membership.

- 1.Position 2012-04 - Jones Act
- 2.Position 2004-01 - Criminalization of Shipmasters and Position 2007-06 - Seaman's Manslaughter Act
- 3.Position 2019-01 - Support for PL 480 - Food for Peace Program

For more information or to propose a new one, contact Captain Frank Zabrocky at [captzabrocky@mastermariner.org](mailto:captzabrocky@mastermariner.org)



Captain Frank Zabrocky, VP Positions, leads extensive discussion of CAMM policy positions.

# and 2021 Annual General Meeting



Captain Mike McCright, Houston Chapter, delivers his Chapter report.

Washington DC, there is now an opening for MARAD Administrator. CAMM will be active in promoting candidates that are supporters of and understand the U.S. Merchant Marine. A motion was made by Captain Rich Griminson and seconded by Captains Willie Barrere and Don Moore that, "The BOG be given permission to put together a list of candidates that CAMM would recommend to fill the position of MARAD Administrator."

## Strategic Plan

At the BOG, held Wednesday 5 May, it was recommended that CAMM develop a Strategic Plan. The aim will be to develop a five (5) year plan to lay out CAMM's goals, why they are important and a road map to achieve the goals. In discussion, it was decided to invite interested members from each chapter along with members at large to participate. Captain Mike McCright was appointed Chairman of the Strategic Plans Committee. The Committee will be asked to submit a draft of the plan to BOG for review by November 1, 2021.

## The Neptune Declaration

CAMM's Chaplain, Father Sinclair Oubre, requested that CAMM consider becoming a signatory to the Neptune Declaration. After a brief discussion, a motion was made, second-

ed and approved that CAMM become a signatory to the Neptune Declaration.

About the Neptune Declaration:

Covid-19 has impacted the daily lives and wellbeing of seafarers in unprecedented ways, causing a humanitarian crisis at sea. Hundreds of thousands of seafarers have been stranded working aboard ships beyond the expiration of their contracts. As the frontline workers of the maritime industry carrying 90% of global trade, seafarers play a vital role in ensuring the global flow of goods that the world depends upon.

The Neptune Declaration urges the implementation of four main

ed that the next AGM be held in the Great Lakes region. There is a significant maritime presence in that section of the country, including the Great Lakes Maritime Academy in Travers City, MI. The membership approved of the idea and voted to hold the 2022 AGM in the Great Lakes area. Events VP, Captain Arosemena, will begin investigating possible sites for the conference.

The 2023 meeting will be on the West Coast. Members were reminded that 2022 will be an election year and that they should begin thinking about candidates for national office.

## Dues increase

The BOG recommended that the annual dues be increased from \$75 to \$100. This was approved at the 2019 BOG and again at this year's BOG meeting which meets CAMM protocol for proposing a dues increase. It was noted that the last dues increase was in 2015 and that most professional organizations charge considerably more. A motion was made, (Captain McCright #2753) seconded (Captain Howell #3529) that CAMM increase its annual dues to \$100 per year. The increase will be effective starting in 2022. The motion was approved by a unanimous vote. Cadet dues shall remain at \$25.



Captain Rich Grimson, local Port Canaveral Member and Events Co-Chair, provided tremendous support to the CAMM conference.

actions to address the crisis:

- Recognize seafarers as key workers and give them priority access to Covid-19 vaccines
- Establish and implement gold standard health protocols based on existing best practice
- Increase collaboration between ship operators and charterers to facilitate crew changes
- Ensure air connectivity between key maritime hubs for seafarers

## Next AGM

At the BOG meeting it was suggest-



CAMM sponsor billboard. Sponsors help make the PDC-AGM happen.

## Captain Alexandra Hagerty Now CAMM's Representative at IFSMA

On 7 May, at the Annual General Meeting, Captain Alexandra Hagerty was appointed International Relations Vice President. Captain Hagerty takes up the position that became vacant due to the passing of

Courtesy of  
IFSMA

Captain Cal Hunziker. She will serve as CAMM's representative to IFSMA. Captain Hagerty's background makes her well suited for this position. She has sailed Master with MSC and represented ITF (International Trade Federation) at IMO's 74th Mariner environmental Protection Committee (May 2019). Captain Hagerty is fluent in five languages and sits on the Nautical Institute and Aspen Institute boards. She is also a founding member of the Nautical Institute Younger Member's Council in London. Captain Hagerty is looking forward to working with IFSMA and their leadership team of Captain Sande, Commodore Scorer, Captain Wittig, and Captain Owen.

### IFSMA Secretary General's Report

FROM IFSMA'S NEW LETTERS #39, 40 & 41.

Just as we thought we were making progress against Covid-19 around the world, many countries have seen a resurgence and a third wave. This is having the effect of lockdowns and travel bans. The IMO, all the NGOs there and others from across the industry are now working around the clock to have the world's seafarers designated as key workers so that they can become eligible for vaccinations

through your own nation's programs. Currently this is the only route as I briefed you last month that routine work is starting to be re-established using virtual meetings. This is hard work and very time consuming, with very little time available for the meetings. Because of the large differences in time zones around the world, we only have availability for the meeting for three hours each day. Only essential work is being undertaken at the moment, but I am optimistic we will be able to get some important issues finalized at the next Maritime Safety Committee meeting in May, particularly in the area of maritime security where the continued incidence of piracy and kidnapping are on the increase in the Gulf of Guinea. So that we can be properly represented on the Working Group to discuss this issue, our colleagues from the Netherlands Association, NVKK, has kindly volunteered to represent us.

On 5th April, our dear friend and vice president, Cal Hunziker was laid to rest at a family funeral. Father Sinclair Oubre, Apostleship of the Sea of the United States, held a very touching Memorial Service for Cal on 20th April at the Texas Maritime Academy. This has been available recorded on GoToMeeting for those unable to attend, with restrictions on numbers allowed. Should anyone wish to see the service, please contact HQ and we can send you a link. We agreed with Cal's wife that we would not send flowers, but instead we made a donation from all at IFSMA to the Elizabeth and Calvin Hunziker Endowment which they set up in 2019 to help cadets in their academic costs at the Texas A&M Maritime Academy. I hope you approve as Cal and Lisa devoted their life to helping seafarers and potential shipmasters after Cal retired from the sea as an active pilot. His advice will be sorely missed by us all and those many shipmasters who were lucky to know him.



Captain Alexandra Hagerty

On 9 April, we held a virtual EXCO where it was agreed that it would not be practical to hold the 2021 Biennial General Assembly (BGA) as planned in Ukraine because of the ongoing Covid-19 pandemic and many parts of the world seeing a third wave of the virus. Instead we will hold a virtual BGA from our Headquarters in London late in September. Paul Owen will send out details of dates and structure of the meeting once this has been agreed. Notwithstanding, our Shipmasters' Association in Japan has provisionally agreed to host the 2023 BGA which will be a great opportunity for our members out in that region.

Virtual meetings at IMO have now started in earnest as they try to catch up on all of last year's cancelled meetings. This is not proving easy because of the limited time available. On 5 May we will see the Maritime Safety Committee attempt to run three Working Groups simultaneously which will give IFSMA a challenge. We will be represented in the main plenary meeting as well as in working groups on Autonomous Ships and Piracy. As usual I will keep you informed via my reports of the meetings in the main website.

IMO has been particularly hectic with

*Continued next page >>>*

# Ship's Anchoring Gear Exceeding the Intended Design



Four cruise ships at anchor in Tor Bay in Devon, England during the Covid-19 Pandemic. This view was taken from Paignton Beach, March 2021.

PHOTO BY CREATIVE COMMONS, BY PARTONEZ, LICENSE CREATIVE COMMONS ATTRIBUTION-SHARE ALIKE 4.0 INTERNATIONAL

The Covid-19 enforced operational pause saw many cruise vessels anchored off the UK's south coast. During this period there were several anchor losses associated with the inclement weather over the autumn and winter and the use of the anchoring equipment beyond its intended design parameters.

In the UK the Marine Accident Investigation Branch (MAIB) have identified a trend in the nature of anchoring equipment failures and have released a safety bulletin to the cruise industry to mitigate against further losses both in the short term and when the vessels return to normal operations.

Ship's masters should be proactive in heading to sea and not wait for the anchor to drag in strong winds before acting.

Choice of anchor and amount of cable chosen should be varied to avoid single point loading.

Ship's masters should ensure they and their crew are aware of the reporting procedures to the coastal state in the event of losing an anchor.

Anchoring equipment should be assessed before returning back into normal service



Masters should be aware of the limitations of their anchoring gear.

due to the greater use of the anchors during this extraordinary period. ↴

*IMO >>> Cont'd from page 40*

two important recent meetings of relevance to members, the sub-committee of Navigation, Communications and Search and Rescue (NCSR) held from 19-23 April and the Maritime Safety Committee (MSC) held from 5-14 May.

Both of these meetings were held virtually via the IMO's KUDO system with limited hours each day to suit world-wide attendance, which makes it very difficult to get through the ever mounting workload.

These IMO Meetings require a lot of research to ensure we don't miss any important points that may be raised and to ensure we have sufficient representatives to attend not only the plenary (main) session but also any important working groups and drafting groups. For example, the MSC meeting had 113 documents to go through before the meeting, then we had six members attending the various parts of the meeting

who all had to be properly briefed; they attended from three different countries.

For NCSR, the important subjects covered were development and modernization of GMDSS, revision of guidelines for places of refuge, development of global maritime SAR services, amongst many others. Some subjects were held over until the next NCSR meeting next year and others were passed to either working groups or correspondence groups, the latter conducting their business between meetings via email.

The MSC covered a wide range of subjects including issues caused by the Covid-19 pandemic, such as vaccinations, key worker designation and crew change. Other subjects included cooperative efforts against piracy in the Gulf of Guinea, the use of maritime autonomous surface ships where the regulatory scoping exercise was complet-

ed, the designation of high risk areas, the human element with ILO, and revision of COLREGS (not supported).

The IFSMA reports on these meetings can be found in the Members Area of the IFSMA website (login required) and the full IMO reports on the IMO Documents website, registration required for access - contact [hq@ifsma.org](mailto:hq@ifsma.org) for access details.

For interesting reading, I draw your attention to an Internet publication titled *The Maritime Advocate*. We always find something useful to read in this fortnightly newsletter. The first articles have recently been provided by our IFSMA Honorary Member, Michael Grey, who is a former editor of the shipping publication *Lloyd's List*. A former Deck Officer, he writes interesting, topical and common sense articles which affect us all. You can find *The Maritime Advocate* here: <https://tinyurl.com/yeduju3j> ↴

## Social Interaction Matters Aboard Ship



Courtesy of  
IFSMA

ISWAN's Social Interaction Matters (SIM) project aims to help shipping and ship management companies improve seafarers' social interaction on board, and to positively impact the wellbeing of their seafarers through using programs with proven success.

What works well onboard? To encourage crew members to connect and socialize outside work it has been found important for shipping companies to understand which activities provide the best chance of success on board and why. Phase One of ISWAN's SIM Project identified four categories of social activities revealed by survey and interviewed respondents. Each category has its own strengths and may be better suited to some crews rather than others. The categories are:

- 1) Food
- 2) Entertainment
- 3) Social Media
- 4) Sports

**Food:** Socializing around food and drink is important in most cultures. It provides an excellent opportunity for crew to gather and multinational crews can bring a diversity of diets and cultural celebrations. Barbeques were by far the favorite food-related social activity among SIM Project survey respondents, but parties, celebrations of special events such as birthdays, and weekly/monthly events were also popular. As one seafarer put it: 'Captain used to take over the galley every Sunday and cook for the entire crew – it was the highlight of the social week.'

**Entertainment:** The category of

entertainment covers a range of activities, and the most popular among the survey's respondents were quizzes, games and cards followed by TV/movies/DVDs, watching sport on TV and karaoke/singing. Other examples showed where crews became creative and this can be just as enjoyable as an activity where technology or equipment is required. For example, one survey respondent commented: "We have had fancy dress parades where people just made stuff out of what they have on the ship. We have had horse racing where you dress up like a horse... it is kind of the slightly more crazy things tend to get more buy in, you don't need alcohol onboard and people still have a really good time."

**Social Media:** Research found that the use of social media often facilitates crew interaction. Many survey respondents formed WhatsApp groups for communicating with fellow crew members about daily life on board and events that might be taking place.

However, it was found that physical activities were more popular on board than online activities (although the opposite was true in port), possibly due to less WiFi access at sea, limits on its use or charges made for its use.

**Sport:** This is historically good at bringing people and nationalities together. The most popular sporting activity mentioned by ISWAN's survey respondents was table tennis, but competitions particularly inter-ship competitions were also successful in bringing crews together. Additionally, it is ISWAN's view that many of the activities mentioned, both sporting and otherwise, could be adapted to involve an element of competition. Competitions can be uniting and provide an attractive focal point to gain people's interest and participation. They are a low-cost, flexible way to generate engagement on board and provide an opportunity for different ranks and departments to mix.

ISWAN reported that it had been running a series of inter-ship competitions

for ships taking part in Phase Two of its SIM Project, in which it is working with a number of vessels trialing social engagement initiatives on board. The first competition challenged crew members to walk, jog, run or swim as far as they could over the course of one week. Several ships got involved, including all 22 crew members on board one vessel. It was reported that the winning crew's collective distance was equivalent to travelling the length of the Panama Canal more than four times.

Finally, varying the activities organized on board can make a difference to the level of engagement and enjoyment; this was highlighted by one of the ships taking part in SIM Project Phase Two trial in which it commented: "We decide [on a] few activities and play together. We try not to repeat so it doesn't become monotonous. There is always an instant positive mood change amongst the participants and the spectators."

### Dealing With Demographics

Multinational crews are now the norm within the global fleet and are broadly seen as an asset – the diversity and creativity they bring offers the opportunity to build stronger teams. However, it is important to be aware of different cultural preferences when bringing crew together socially to ensure that recreational activities suit the majority and maximize engagement.

More than a third of respondents in the ISWAN Phase One survey<sup>1</sup> of seafarers and other maritime stakeholders identified culture or language as a key barrier to social interaction on board. One seafarer interviewed after the survey told ISWAN: "If you're not able to speak your native language it creates a difficulty to communicate more freely ... when I'm alone on board I find myself more confined to my cabin because I already speak English or another language in working hours and then after work, I just withdraw myself a little bit."

Crew differences such as nationality, gender, and age can affect the success of



Competitive activities help generate engagement on board. Above Able bodied Seaman John Darrell, M. Jivers participate in games aboard ship in the Philippine Sea

PHOTO FROM ISWAN NEWS



A merchant crew enjoys their BBQ at sea.

PHOTO FROM ISWAN NEWS

social activities onboard. Understanding the impacts of demographics can help in the design of inclusive, engaging activities for the whole crew to enjoy.

If a seafarer is the only one of their nationality on board, there is a chance they may be marginalized. This can also apply to other minority groups on board such as women, ethnic minorities and those from the LGBTQ+ community. If there is no cohesion between different groups on board, cliques can form and minorities can be isolated. One seafarer respondent said:

“I was the only female [on board], so I felt segregated. I was also a cadet, so my opinion really didn’t make it that far. In my off time I spent most times in my cabin watching movies or on deck looking at the ocean.”

### Good communication is crucial in combating isolation on board

The hierarchical nature of the Merchant Marine means that the onboard culture is strongly influenced by the behavior and example set by the Master and other senior officers, so strong leadership is key, particularly in the case of multinational crews. Different nationalities can also have different responses to authority, as this respondent noted: “... some cultures are more free where you can openly ask questions; in other cultures the boss is the boss and he’s always right, and that kind of culture we need to change the mindset of the senior staff. Juniors are coming in and they learn from us, so I think that must be the starting point.”

Diverse crews can bring different skills, viewpoints and creativity – illustrated by these observations from female respondents: “I don’t know if it is just because women are better at it, but normally on the ships where I go, I think that I am better at gathering people than a guy would have been. I always arranged movies nights, or football tournaments, and I go down and knock on people’s doors or call them, and as my colleagues say, they don’t experience the same with male colleagues.” Another female respondent stated, “I think that men find it easier talking about the difficult stuff with women.”

The age of crew members may also have an impact on socializing among the crew. Research by ISWAN found that 49% of respondents over 40 years old considered WiFi a barrier to social interaction, whilst only 12% of those aged 18-28 considered it an issue.

Phase Two of the SIM project is continuing— ISWAN is working with a number of shipping

companies who are trialing social engagement initiatives on board their vessels. We understand that the data and feedback from the trials will be used to develop a toolkit containing guidance for shipping companies. Readers wishing to learn more about ISWAN’s SIM Project and download the Phase One report released in January 2021 are invited to see here: <https://tinyurl.com/yh2c77uw>

A supportive company culture which considers diversity and gender and promotes inclusion is vital to establishing a safe, happy and productive environment on board. Support from the shore office can make a real difference in facilitating social interaction on board, whether it is by the purchase of new equipment or providing free WiFi for online games. ISWAN informs that it has been asking vessels in its trial what facilities have been provided on board. Many reported having a TV, DVDs and speakers and a gym, but fewer had such desirable facilities as a games console or swimming/paddling pool. ↴

# IMO – COVID Vaccinations Should Be a Priority for Seafarers

IMO has highlighted the need for seafarers to be given priority access to COVID-19 vaccines, recognizing the unique and essential work of seafarers for international shipping and for the world. In early May, the Maritime Safety Committee (MSC) adopted a resolution on “Recommended action to prioritize COVID-19 vaccination

to provide necessary infrastructure and facilities to support COVID-19 vaccination of seafarers. Given the limited period of time ships are in port, single dose COVID-19 vaccines for seafarers would be preferable.

The resolution recognizes the need to protect seafarers through vaccination, as soon as possible, to facilitate their safe movement across borders, while also noting the limited and highly uneven access to COVID-19 vaccines around the world, and it highlights the importance of cooperation among the countries. The resolution invites Member States, international organizations, shipping companies and other stakeholders to inform seafarers about the safety and possible benefits of the COVID-19 vaccination, bearing in mind that taking the vaccination is a decision made on an individual basis.

In a personal statement, IMO Secretary-General Kitack Lim reiterated his call for seafarers and marine personnel to be designated as “key workers”. To date only 58 of our 174 Members have notified IMO that they have done so. Mr. Lim noted that some key maritime labor supply countries are reliant on the COVAX initiative of the World Health Organization (WHO) to access vaccines.

“To ensure access to vaccines of those countries, I call on all IMO Member

of seafarers.” The resolution recommends that Member States and relevant national authorities prioritize their seafarers, as far as practicable, in their national COVID-19 vaccination programs. Proper consideration of extending COVID-19 vaccines to seafarers of other nationalities is also recommended, taking into account their national vaccines supply.

Member States are also recommended to consider exempting seafarers from any national policy requiring proof of COVID-19 vaccination as a condition for entry, taking into account that seafarers should be designated as “key workers”, as they travel across borders frequently.

They should develop appropriate plans



*Seafarer receives a vaccination.*

States to work together towards a fair global distribution, beyond fulfilling their national needs. No seafarers should be left behind or forced to forgo their careers because of limited resources in their home country,” said Lim.

“The health of the world’s seafarers and the safety of their workplaces has to remain one of our main priorities and can only be guaranteed if industry and Member States continue to provide all necessary measures such as testing, appropriate PPE, access to medical care and sanitation facilities to pre-



# Seafarers, the Core of Shipping's Future

IMO has chosen to make 2021 a year of action for seafarers, who are facing unprecedented hardship due to the COVID-19 pandemic, despite their vital role as key workers for global supply chain. The World Maritime Theme for 2021, "Seafarers: at the core of shipping's future" seeks to increase the visibility of seafarers by drawing attention to the invaluable role they play now and will continue to play in the future. Seafarers are vital to supply chains, delivering 80% of global trade, including food, medicine and energy.

The focus on seafarers comes as the COVID-19 pandemic has placed extraordinary demands on seafarers, with hundreds of thousands of men and women stranded on ships for months beyond their original contracts, unable to be repatriated due to national travel restrictions. A similar number of seafarers are unable to join ships and earn a living. This crew change crisis, which has been ongoing for nearly a year, is a humanitarian emergency that threatens the safety of shipping.

The World Maritime Theme for 2021 will address many of the issues confronting the maritime workforce, including recruitment and retention of seafarers, diversity, training, environment protection and digitalization of shipping. Throughout the year, the World Maritime Theme



will also put the spotlight on other issues related to the human element of shipping, including the safety and security of life on board ships, seafarers' well-being, and the importance of ensuring an appropriately trained and qualified workforce, ready to meet the challenges and opportunities of digitalization and automation.

## Making Voices of Seafarers Heard

As part of its efforts, IMO is launching a series of profiles in which seafarers express their views on their work and the future of shipping. In the first profile, Chief Engineer Matt Forster (United Kingdom) highlighted the importance of making seafarers more visible, particularly in the context of the crew change cri-

sis. Mr Forster stated, "We're the pillars of the supply chains around the world. Trade is coming by sea. But because people are not aware of us, we don't get the support we need. We want people to know that it is the men and women within our industry that provide them with everything they need for their day-to-day lives. It's not for praise, it's to assist us in being recognized, to help us to get home, to see our families, to be with our loved ones, and to continue this supply chain."

The 2021 theme continues the 2020 theme "Sustainable Shipping for a Sustainable Planet" highlighting the role seafarers play in ensuring the sustainable future for shipping. More profiles will be published on IMO's World Maritime Theme 2021 page. 

*Vaccinations >>> Cont'd from page 40*

vent the spread of the virus. We cannot afford to be complacent when it comes to addressing the ongoing humanitarian crisis at sea. The designation of seafarers as 'key workers' will facilitate their access to vaccination, since most States are prioritizing essential workers in their national COVID-19 vaccination programs, in accordance with the WHO SAGE Roadmap."

In the last quarter of 2020, the estimated number of seafarers globally waiting to either be relieved or join their ships

stood at 400,000. In May 2021, thanks to the collaborative efforts of IMO Member States, the shipping industry, social partners and IMO's sister UN agencies, the number is currently estimated to be about 200,000. This figure is still unacceptably high and the crisis at sea is by no means over. Seafarers still face enormous challenges concerning repatriation, travelling to join their ships, proper access to medical care and shore leave. Despite challenges, seafarers on board ships

continued working, providing an essential service for the global population. Shipping has demonstrated its reliability and resilience as one of the most economic and effective modes of transport and consequently international supply chains.

Mr. Lim stated, "I would like to express my deep appreciation for the tremendous efforts of Member States and the maritime industry to maintain the flow of goods across the globe during these difficult times." 



*Dedicated to supporting and strengthening the position of American Master Mariner*

# Join Forces with America's Master Mariners

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

## **CAMM's issues are your issues**

CAMM is active on issues that are of concern to masters and those working in the maritime industry. CAMM currently has 22 positions of support or opposition to major issues 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](http://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.*



Captain RJ Klein CAMM President, at the CAMM PDC-AMG in Port Canaveral, FL 2021



Captain RJ Klein, CAMM President; Congressman John Geramendi; Captain Jeff Cowan, CAMM Government Liaison VP; Captain Joe Hartnett, CAMM Executive Vice President



Above: Captain Alexandra Hagerty, CAMM International Relations VP and IFSMA Representative. Below: Captain Coulombe, Captain Madden, and Captain McCann (Canada) share a moment at the Joint CAMM IFSMA 2017 Conference.





# 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.

Birthplace (city, state, country): \_\_\_\_\_ DOB: \_\_\_\_\_

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

**Present Occupation:**

- At Sea: Position: \_\_\_\_\_ Vessel: \_\_\_\_\_ Company: \_\_\_\_\_
- Ashore: Position: \_\_\_\_\_ Vessel: \_\_\_\_\_ Company: \_\_\_\_\_
- Retired: Position: \_\_\_\_\_ Date: \_\_\_\_\_ Company: \_\_\_\_\_
- Cadet: Academy: \_\_\_\_\_ Expected Graduation Date: \_\_\_\_\_

**Current USCG License:**

Type:	Limit:	Expiration:
Endorsements:	Limits:	

**Original USCG License:**

Type:	Date Obtained:
Place/Institution obtained:	

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

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

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

Vessel Served	GRT	Date(s)	Route(s)	R	S	AL
				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Vessel Served	GRT	Route(s) (dock/harbor sea bouy)	License Issuing Authority	R	S
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>

Please return this application with a copy of your Master's or Pilot's license, and a copy of your last discharge along with a \$115 check (\$75 annual dues + \$40 application fee) payable to: The Council of American Master Mariners, Inc. Mail to Captain George N. Zeluff, Jr., Membership Vice President, 2907 Shelter Island Dr. #105-606, San Diego, Ca. 92106-2797. Email: Captzeluff@mastermariner.org

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

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Sponsored/Referred by: \_\_\_\_\_



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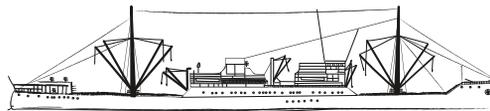
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