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Sidelights

Summer-Fall 2022 Vol. 52, № 3

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The AGM Issue

**Congressional Gold Medal to Merchant Marine Veterans
Offshore Wind Farms and the Jones Act
What is a Cutty Sark**



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Submit Your Nominations for the 2023 LaLonde Spirit of the Seas Award

Now is the time to send your Nomination for the 2023 LaLonde Spirit of the Seas Award to Captain Lewis at captlewis@mastermariner.com. To download a form and information about the award go to CAMM's website at <http://www.mastermariner.org/lalonde-award.html>



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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 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.

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Set of four



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insulated



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Not actual size

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In This Issue



ON THE COVER

Captain Frank Zabrocky presents the
Lalonde Award to Captain William Boyce
PHOTO - SIDELIGHT STAFF

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

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*Subject to change dependent on CAMM
Annual Meeting date



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U.S. Merchant Marine License Plates

Captain Jeff Cowan has found a unique way to raise visibility of our American Merchant Marine. He found that the state of California issues vanity plates with the U.S. Merchant Marine Flag on the plate.

Captain Cowan writes,

I recently put the license plate [right] on my car. The "WHTW" is the call letters for the ship I was aboard in Operation Desert Storm, SS Cape Bover. Any increase in visibility for the U.S. Merchant Marine is good. The flag is a sticker that the state puts on the plate and in California one could replace "Honoring Veterans" with just "Veterans"

It is noted that most states have license plates for Veterans of other services, but do they have one for the Merchant Marine? Does your state issue plates with MM insignia? We would encourage all CAMM members to investigate and find out if your state honors the U.S. Merchant Marine on a license plate. If not, members should become pro-active and meet with their representatives at the



state level and ask them to have your state start issuing a MM license plate option. Representatives are always looking to show that they listen and care about their constituents' issues. Having a MM plate could be an easy "win" for them.

2023 Annual General Meeting in Seattle



At the 2022 AGM it was decided to have the 2023 AGM in Seattle, WA. The tentative dates are April 19-22. Location to be determined. More information will be in the next issue of *Sidelights* and on the website.



*Captain
Joe Hartnett,
President #2193-RP*

Russian – Ukrainian War Shows the Need for a Vibrant U.S. Flag Fleet

Thank you to the members of CAMM for their support during the recent election. It is an honor and privilege to serve this fine organization as President. I would also like to thank Captain Jerry Benyo for encouraging me to join CAMM when I was sailing as his First Officer. I have served as the President of the

Baltimore Chapter for many years and as National Executive Vice President for recent CAMM Presidents. I appreciate their support and encouragement. I am much obliged to Captain RJ Klein for serving as Interim President after the unfortunate passing of Captain Cal Hunziker. I promise to continue their efforts and the mission of CAMM.

Professional Development Conference and Annual Meeting

At the AGM, we learned more about the Jones Act and its impact on the Great Lakes and other geographical regions. The Jones Act is constantly being challenged by special interest groups and we must continue to defend this Act and educate the general public about its importance to our economy and our National Security. Fortunately, we currently have the support of Congress and the current Administration.

At the AGM, Captain Chris Edyvean (a Great Lakes Pilot) informed us about the workings of Great Lakes pilotage, State and Federal. Additionally, Captain Edyvean is actively involved with the American Merchant Marine Veterans Association, and we had the opportunity to meet and honor Robert Wagner, a World War II Merchant Mariner Convoy Veteran.

Congratulations to Captain William Boyce who was the recipient of the "LaLonde Spirit of the Seas" award. It was a pleasure meeting Captain Boyce and listening to his description of his rescue efforts of the crew of the MV *Sincerity Ace*. He emphasized the psychological costs of going to sea and the psychological effects that this incident has had on himself and his crew members. Captain Boyce firmly believes that the psychological needs of seafarers should be of prime concern to shipowners.

Special thanks to everyone involved in organizing our annual conference and meeting in Chicago, and to all CAMM members, sponsors, speakers, and guests that attended. I look forward to seeing everyone in Seattle next year.

Future Of CAMM

Our organization is facing many challenges, but we will continue to press forward with our mission. Many professional organizations are experiencing financial hardships and decreased membership. I realize that during these challenging times, some members have had to make a choice between what organizations they will continue to support. I strongly believe that our industry needs the support of CAMM and its members, I ask for your continued support and participation. Please ensure that your dues are paid and that you volunteer as needed with your local chapter.

The National officers will continue to work with other maritime organizations to pursue common goals. Our organization is composed of professional mariners with years of knowledge and experience. We will be expanding our efforts to provide maritime experts to government, maritime stakeholders and any interested parties that may require our expertise.

Congratulations to the Class of 2022

On behalf of CAMM, congratulations to all graduates of the Federal and State maritime academies. Welcome to the industry and best of luck in your careers. My father always told me "If it floats, apply for the job." I must admit, some of my ships were questionable, but they did float, and I always learned from my experiences. If you need help finding a mentor in the industry, send me an email (capthartnett@mastermariner.org) and I will do my best to connect you to someone in your area.

Fair winds and following seas,

Joe Hartnett

Missing Presentations – Next Issue

There were two excellent presentations at the Professional Development Conference that did not make it into this issue of *Sidelights*. Captain Chris Edyvean provided a superb presentation on Great Lakes Pilotage and Commander Eric Peace (USCGR) gave an insightful accounting of ship movements on the Great Lakes in winter. Captain Edyvean is a ship pilot for the Western Great Lakes Pilots Association, which provides pilotage service to foreign vessels entering Lakes Superior, Huron, Michigan, and the St. Mary's River. While in the Coast Guard, Commander Peace served in command positions on three USCG icebreakers, including the USCGC *Mackinaw*.



Great Lakes freighters navigating on the lower St. Clair River between Michigan, USA and Ontario, Canada.

PHOTO U.S. ARMY CORPS OF ENGINEERS DIGITAL VISUAL LIBRARY



Coast Guard Cutter Hollyhock assists the motor vessel Manitowoc through thick lake ice on Lake Huron. Hollyhock is one of nine Coast Guard Cutters that breaks ice on the Great Lakes to facilitate the flow of commerce.

U.S. COAST GUARD PHOTO BY PETTY OFFICER 3RD CLASS JOSHUA KARAS

New Members and Changed Membership Status

Welcome Aboard New Members!

3579-RU **Captain Brian McCormick**

Master MV Durable, Transoceanic Cable Ship Co.
Resides in Hudson, FL
Sponsored by Captain R. Meiczinger # 1747-L

3580-S **Captain Arthur Edward Seaman, III**

Holds Unlimited Masters License
Product Manager, Government & Compliance
With Sea Machines Robotics
Resides in Hampton, NH
Sponsored by Captain Alexandra Hagerty # 3480-RU

3581-RP **Captain Michael K. Lawson**

Recently retired Houston Pilot (47 years),
Unlimited Masters License
Resides in Houston, TX
Sponsored by Captain George N. Zeluff, Jr. # 2530-

Change of Status- Attained Life Membership

1792-L **Captain Ernest K. Swanson**

42 years RU Member of CAMM
Resides in Port Charlotte, FL

Reinstated Regular Member

2688-RU **Captain Arthur L. Regan**

Resides in Wall, NJ

Summer 2022



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

CAMM's Professional Development (PDC) and Annual General Meeting (AGM) in Chicago was a m a z i n g . The location was excellent, and the speakers were extremely welcoming. We have made new friends, supporters, and connections which will strengthen CAMM's endeavor to support U.S. Mariners. At the PDC, it was enlightening to have the speakers recap the importance of the Jones Act and its impact on U.S. shipping. We also learned how Great Lakes - St. Lawrence Seaway Systems connects United States trade to the Canada and the world. The amount of cargo transported impacts the U.S. economy and CAMM should support the infrastructure to keep the vessels moving.

In the second week in May, I was invited to present at the Nautical Institute 50th Anniversary in San Francisco. It reinforced how small our network is on the high seas. I had the chance to catch up with many maritime peers. Sadly, it was confirmed that our maritime industry is in dire need of positive marketing. Over the two packed days, we discussed strengths, weaknesses, opportunities,

and threats to the Jones Act and the U.S. Merchant Marine. The ever-changing technology and generational gap in work ethics is drastically increasing. We are also experiencing a shortage of mariners. The maritime industry is not going away but morphing into a futuristic perspective that many of us, including policy makers, are not ready to fully embrace. This will need to change to ensure the continued delivery of cargo by sea.

The two conferences have me very concerned on how we move forward as a unit to ensure the implementation of best practices and preserve the safety of crew, cargo, vessel, and the environment. I strongly suggest our local CAMM chapters start conversations on how to guide our maritime leaders toward appropriate decisions. I will do my best to stay engaged at the local and national level. This cannot be done by one person alone since no one can be at all maritime public meetings and conferences. If any of our members hear about an open meeting, national meetings, or international meetings, please send the information to me or Captain Hartnett so that we may share the information with all.

Here is a starting point of opportunities in which we should be involved: National Merchant Marine Personal Advisory Committee (NMERPAC - Provides advice on the development of regulation and policies affecting personnel in the U.S. Merchant Marine.), USCG License Review Program, Merchant Mariner Medical Advisory Committee

(MEDMAC), Port Bureau, American Merchant Marine Veterans (AMMV), the Nautical Institute (NI), Ship Operations Cooperative Program (SOCP – their stated purpose is to provide a cooperative nonprofit and nonpartisan member-driven organization of industry leaders to promote and improve the maritime industry), and of course CAMM! There are many groups out there that are supporting the maritime industry. Please inform me about any such groups around the nation, and we will announce them to our active members. Better yet, attend open meetings and provide your input. This is a great way to network these operational meetings into our mariner knowledge.

CAMM Finances

We are currently financially solvent and within budget. There are a few who have still not paid 2022 dues, so be looking for a 2022 dues notice toward the end of the summer. First go will be via email, then followed by good ole snail mail. I hope all is going well and feel free to email if you have any questions concerning CAMM's finances.

Respectfully,

Augusta D. Roth

Captain Augusta Roth
Secretary - Treasurer



Reported by Captain
Chris Edyvean -
Camm #3441-RP

WWII U.S. Merchant Marines Receive Congressional Gold Medal

The official Merchant Mariners Congressional Gold Medal ceremony was held on 18 May 2022 at the Statuary Hall in the U.S. Capitol.



Ten World War II Veterans attended the official Merchant Mariners Congressional Gold Medal ceremony held 18 May 2022 in Statuary Hall at the U.S. Capitol. The group is flanked on the right by Representative John Garamendi (D-CA – Sponsor of the Bill) and on the left by Representative Joe Courtney (D-CT).

The legislation authorizing this Congressional Gold Medal had been in Congress for nearly five years. It cleared both chambers and was signed into law by 13 March 2020.

Speaker of the House, Nancy Pelosi officiated, and ceremonial remarks were made by Representative Kevin McCarthy (House Minority Leader), Mitch McConnell (Senate Minority Leader), Vice Admiral Scott Buschman (USCG Deputy Commandant for Operations), Rear Admiral Michael Wettlaufer (Commander, Military Sealift Command), Lucinda Lessley (MARAD Deputy Administrator), Representative John Garamendi, and Representative Joe Courtney. The Colors were presented/retired by the U.S. Merchant Marine Academy Honor Guard. The Merchant Marine anthem, Heave Ho, was performed by a U.S. Navy vocal quartet. Others in attendance for the ceremony included the superintendents of all our maritime academies, high-ranking representatives from maritime unions and coalitions, and other members of Congress who did not have a speaking role.

A total of ten WWII Merchant Mariners

were in attendance. WWII mariner Dave Yoho, who later became a world-famous motivational speaker and businessman, added remarks near the end of the ceremony. He delivered an emotionally charged message in which he said, “And, so, when you’re with others, say to them of what we did; urge them to read about us and find out about us. Greet us today if you can [and] then say to those, ‘We gave up our yesterdays for your better tomorrow.’”

Speaker Pelosi concluded the ceremony, as Dave Yoho and 101-year-old Charles A. Mills accepted the Congressional Gold Medal on behalf of the WWII U.S. Merchant Marine.

On the day prior to the ceremony, the AMMV group visited the National WWII Monument during the morning

and attended the Salute to Congress dinner in the evening. Following the CGM ceremony, MEBA sponsored a celebratory reception/luncheon at their HQ on the roof of the Hall of the States Building.

To the surprise of all, the attending AMMV honorees and accompanying family, replica bronze medals were presented, in cases. Photo sessions lasted for nearly an hour after the ceremony concluded. It was inspiring to see these WWII Merchant Marine Veterans receive a long overdue recognition of their sacrifice and contribution to the country in its time of need.

Editors note: The ceremony is well worth viewing; go to: Congressional Gold Medal Ceremony for World War II Merchant Mariners | C-SPAN.org.

Two Years Later, if Nothing Has Changed, Call the Captain of the Port!



by Father
Sinclair Oubre
CAMM Chaplain
#3220-A

Congress passed the 2010 Coast Guard Authorization Act. After many years, seafarers' access to and from their ship was finally enshrined in US law.

Section 811 reads:

Each facility security plan approved under section 70103 (c) of Title 46, United States Code, shall provide a system for seamen assigned to a vessel at that facility, pilots, and representatives of seamen's welfare and labor organizations to board and depart the vessel through the facility in a timely manner at no cost to the individual.

These 55 simple words took nine years to produce because some facilities could not figure out what "timely" and "no cost" meant regarding seafarers, pilots, seafarer welfare agents, and labor representatives. However, on April 1, 2019, the Federal Register announced the amendment of CFR 33 §105. The key part of the rule is §105.237:

(a) Access required. Each facility owner or operator must implement a system by June 1, 2020, for providing access through the facility that enables individuals to transit to and from a vessel moored at the facility and the facility gate in accordance with the requirements in this section. The system must provide timely access as described

in paragraph (c) of this section and incorporate the access methods described in paragraph (d) of this section at no cost to the individuals covered. The system must comply with the Transportation Worker Identification Credential (TWIC) provisions in this part.

- (b) Individuals covered. The individuals to whom the facility owner or operator must provide the access described in this section include—
- (1) Seafarers assigned to a vessel at that facility,
 - (2) Pilots, and
 - (3) Representatives of seafarers' welfare and labor organizations.

June 1, 2022 will mark the second anniversary of the full implementation of the Seafarers' Access Rule, and, for many facilities, things continue as if it were still 2010. Many private facilities continue to refuse entry of our seafarer welfare agents if they are not on the "gate list." Because the guards cannot find the proper paperwork, they will delay agent's access for more than an hour or refuse them access.

Make Your Voices Heard

The Seafarers' Access Rules have been promulgated, but they have not been internalized. Perhaps the only way change will occur is when mariners themselves become educated about CFR 33 §105 and begin to make formal complaints against the facility's maritime security plan to the Coast Guard Captain of the Port. On many occasions, I have raised this issue at our local harbor safety committee and at our area maritime security committee. The facility security officers (FSO) who want to do what is right have given me their cell phone numbers and encouraged me to contact them anytime

there is a delay or confusion about having access to their vessels. However, for the other FSO's, nothing seems to have been internalized, and the facility guards continue to do what they have always done. I cannot blame the guards. Security systems punish them more severely for allowing access to someone who is not authorized, than for refusing entry to someone who is, by a law, allowed to access the port facility. So, the default response is "No."

If a seafarer welfare agent informs the guard that the facility must transport the seafarers to the gate, there are looks of astonishment and incredulity. (See 33 §105.237(d)(7)) Seafarers' Access is part of the facility's maritime security plan. Like other aspects of the security plan, Seafarers' Access must be followed for the facility to be in compliance. I strongly encourage all mariners to:

1. Learn what CFR 33 §105 states regarding seafarers' access to shore leave;
2. Hold the facility accountable in providing access to shore leave for crewmembers in a timely manner, and at no cost to the seafarer.
3. File a complaint with the Captain of the Port against the facility's maritime security plan if the facility fails to provide shore leave even if it is at 0200.

My hope is that on the third anniversary of the Seafarers' Access Rule, seafarers, pilots, seafarer welfare agents and labor representatives will have access between the gate and the ship in a timely manner, and at no cost to the parties.

(See <https://www.federalregister.gov/documents/2019/04/01/2019-06272/seafarers-access-to-maritime-facilities> for full Federal Register notice.)



Council Reports

Executive Vice-President

Captain Joe Hartnett #2193-RP
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On March 13, 2020, the President signed into law the Merchant Mariners of WWII Congressional Medal Act. I attended the American Merchant Marine Veterans Convention in Baltimore September 21-24. During the Congressional Gold Medal Dinner on September 23rd, MARAD unveiled the design of the medal.

The Port of Baltimore recently received four all-electric Neo-Panamax container cranes for the Seagirt Marine Terminal. They will be put into operation in early 2022 and bring the total number of Neo-Panamax cranes at the Seagirt terminal to eight. This addition will allow the terminal to handle two Ultra Large Container vessels simultaneously. The Howard Street Tunnel which was originally constructed in 1895 has recently been approved for expansion. The tunnel expansion will allow double stack container trains to travel between Baltimore and Philadelphia. These infrastructure improvements will significantly expand the container handling capacity of the port.

The Baltimore/Washington DC chapter continues to operate at reduced status, but we are actively participating in local maritime events. Captain Chris Yearwood presented a donation from our chapter to Rev. Mary Davisson of the Baltimore International Seafarer's Center in August. The center has faced revenue challenges from cancelled fundraising events and reduced crew donations. The center has been actively involved in providing vaccines for vessel crew members. They have been taking crew members to medical clinics or referring providers to vessel agents. I would encourage all chapters to reach out to their local seafarer's center and offer assistance in any capacity.

Government Liaison VP

Captain Jeffery Cowan - #3070-RU
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The Jones Act continues to come under

attack. I have been keeping the BOG apprised of specifics when they become available in order to thwart the efforts by the CATO Institute and opposition in congress that continually threaten the Jones Act.

In late March, during the markup of the Ocean Shipping Reform Act for the Commerce Committee Senators Lee and Cruz filed six amendments proposing unprecedented waivers to the Jones Act. Thanks to the Navy League and their advocates, we were able to defeat the dangerous waiver amendments. We must be ever vigilant.

International Relations VP

Captain Alexandra Hagerty
capthagerty@mastermariner.org

I recommend googling 'maritime conferences' and a long list will pop up of great conferences around the globe. Whether you are a cadet or a Captain, being well-read on a diverse range of maritime and global issues will only help you throughout your travels around the globe! Many of these organizations are open to new perspectives and seek new writers. If you want to learn more please reach out to me or CAMM to get involved!

Looking forward to seeing you out there! Fairs winds and following seas!

Positions VP

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No report at this time. Will update after the AGM in May.

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Sidelights: Concerning the delay in the publication of this issue of *Sidelights* - we endeavor to put out a quality magazine but have been unable to meet publication deadlines due to a variety of unforeseen events working against our production

team. We will put forward our best effort to be back on schedule with the Spring issue.

Going forward, *Sidelights* will have four editions a year – Spring, Summer, Fall and Winter. Intended release dates will be 1 May, 1 Aug, 15 Nov, and 15 Feb. This new schedule will allow us to bring you timely reporting and updates on CAMM activities.

Website and Social Media: All Chapter sites have been updated to reflect their current meeting schedule and contact information. We expect to be more consistent with postings on our Facebook page and will soon be posting on LinkedIn. This should help us with attracting younger members. Anyone wishing to assist us in keep our sites up to date please contact me (captklein@mastermariner.org) or Captain Hartnett (capthartnett@mastermariner.org).

Executive VP Report

As CAMM's Executive Vice-President, I look forward to working with newly elected President Captain Joe Harnett. Captain Harnett has been actively involved in CAMM since joining in 1994. His connections in Washington D.C. are invaluable to CAMM and I am confident that he will be an excellent leader for the Council.

Membership VP

Captain George Zeluff, #2530-L
captzeluff@mastermariner.org

Greetings from VP Membership! Shipmates and Members, the Summer Edition of *Sidelights* gave us extensive and comprehensive coverage of the Professional Development Conference and 2021 Annual General Meeting held in Port Canaveral, FL. The various facets of the gathering are well reported and give you something to consider when planning your time. You may want to consider attending next year's event. Our annual gatherings are a unique forum that all members should avail themselves

of so as to expand your knowledge of CAMM and the industry.

The amount of networking and learning from each other at these conferences is boundless. As Membership VP, I urge all to seriously consider attending our PDCs AND AGM whenever you have the time and opportunity.

The Summer Edition of *Sidelights* has given extensive coverage of the event and I encourage all members to take the time to review the reporting. Hats off to our Events VP, Captain Manny Arosemena and event co-chair, Captain Rich Grimson. CAMM member and Port Canaveral CEO Captain John Murray helped make the event a success along with all the participating presenters which included an address to the membership by USCG Captain Mark Vluan, Commander USCG Sector Jacksonville. The entire speech at the Closing Dinner by Keynote Speaker Congressman Brian Mast can be viewed at Maritime TV at: <https://www.maritimetv.com/Events/2021-CAMM-Conference/Videoid/4479/kn-brian-mast>

Chapter members, who have not attended the AGM, often raise questions about the AGM at Chapter meetings. While I am more than willing to answer their questions, I always urge them to consider attending the annual event. This will enable them to see firsthand how CAMM works and to hear the presenters at the Professional Development Conference. The Council is better served if more members participate in our Chapter and National meetings.

Membership Activity and Recruiting

Since the beginning of the year, we have been quite busy processing new membership applicants in all categories. I encourage all members, old and new, to recruit more new members. Additionally, I recently received a list of prospective candidates which I will be contacting for possible membership. If/when you send me prospective candidates, please ensure that you provide accurate contact information including emails and phone numbers in addition to their mailing address. Even better, offer the person you want to sponsor an application form or direct

them to our website for membership information.

I have asked all members to send in suggestions on how to attract new members to the Council. 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 the COVID vaccines, our ability to go about more normal routines is improving. Many Chapters have restarted regular meetings. As conditions allow, extend an invitation to attend a CAMM Chapter meeting to those who you are recommending for Membership.

Thank you all for being part of CAMM.

Events VP

Captain Manny Arosemena, #1548-RU
captarosemena@mastermariner.org

It has been my pleasure to work with Captain Joe O'Connor and Chris Edyvean from the Chicago area in putting together this year's AGM/PDC. Venues for our social events can be seen on pages 18-19. We are expecting a good conference and will be reporting out in the next issue of *Sidelights*.

New York Metro Report

Captain George Sandberg, #1919-RU
Chapter President

For meeting information contact Captain George Sandberg: captsandberg@mastermariner.org.

Baltimore/Washington Report

Captain Joe Hartnett, #2193-RP
President

Members of our chapter participated in the Maritime Day celebration in Baltimore. Visitors had the opportunity to tour both the *N/S Savannah* and the *S/S John Brown*. The event also included a McAllister tug and several exhibits from various port representatives.

The Balt/Wash chapter continues to support the Baltimore International Seafarers Center. We recently provided a donation to support their vaccination program for visiting seafarers. The center started a vaccination program for crew members in June, 2021 and it is still very popular. We appreciate the efforts of Rev. Mary Davisson and her

staff.

We are currently seeking a suitable location to resume our chapter meetings.

Port Everglades/Miami Report

Captain Paul Coan, #3021-RU
Chapter President

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

Tampa Bay Report

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

Details will be posted on the website.

Mobile Bay Report

Captain Jerome "Rusty" Kilgore
Chapter President

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

New Orleans Report

CE Horace George, #3223-A
Chapter Secretary

We have resumed in-person meetings at our regular meeting place – Port Ministry Center, 3635 Tchoupitioulas St., New Orleans, LA. Our meeting schedule has changed to quarterly. We will meet on the second Wednesday of March, June, September and December.

We had an excellent meeting in June. Our speaker, an international maritime lawyer, addressed the plight of seaman being restricted to their ship while in port. It was informative and brought our attention of the need to treat mariners properly, especially in their efforts to join and leave their ships.

As we move forward, we will have the chapter website updated so that members can have more timely information available. A reminder to please pay your 2023 Chapter dues - \$20.

Houston Report

Captain Michael McCright, #2753-S
Chapter President

Meetings are being held in conjunction with Nautical Institute.

Continued next page >>>

Council >>> Continued from page 13

Los Angeles/Long Beach Report

Captain Michael Jessner, #3396-RU

Chapter President

In-person meetings have resumed at the Think Café in San Pedro. Please see our webpage for next meeting time/date.

San Francisco Bay Area Report

Captain Nicholas Lewis # 3034 RU

Chapter President

As we emerged from the pandemic, we were able to increase our meeting schedule over recent months and the chapter also met several times on the Cal Maritime campus. Our next lunch meeting is scheduled for June 14 at the Dead Fish restaurant and then a summer pause until September. Below are some highlights of our past meetings.

Captain Michael Dybvik completed the refurbishment of the 1960s Cassens & Path Sextant that was donated by Captain Chriss Carson for use by cadets on Training ship *Golden Bear* (TSGB) cruises. The TSGB engaged on the summer training cruise under the command of CAMM member Captain D.N. Muenzberg. The “new” sextant should be put to good use as cadets seek to complete their Celestial Navigation requirements and the CMA Alumni Celestial Navigation Challenge. The winner of the CMA Alumni Celestial Navigation Challenge will be awarded the William H. Aguilar / Fred B. Newton Navigation Award. The winner receives \$500 cash and a \$500 scholarship. Additionally, the winners’ division will get the use of a 1976 Plath sextant for the next cruise (3-D this year). Captain Louis Solana has since located another sextant that could be donated through this program. CMA Alumni have added a \$500 Second Place and \$300 a Third Place awards this year. We have been informed that the cadets are very motivated by this Celestial Navigation challenge!

We greatly enjoyed a visit from guest Mr. James Sundfors, Cal Maritime 63-E,



Standing l to r: James Sundfors and spouse Sandy Sundfors; Captain Chriss Carson, Captain Michael Dybvik, and Captain Nick Lewis. Seated l to r: Captain Larry Teague and Captain Carl Bowler

retired Chief Engineer, consultant, author of maritime novels and recent recipient of the Cal Maritime Professional of the Year award. Jim discussed his first-hand experiences with the evolution of marine engineering from the time of graduation in 1964 as a Third Assistant Engineer on Victory Ships to delivery Chief Engineer in 1988 on the largest container ships with the biggest diesel engines of the day. Jim has published five novels and continues writing today!

Columbia River Report

Captain Bill Good, #1924-RU

Chapter Secretary

We have re-started in-person meetings. For April we will try a new place on the Vancouver side of the river. Will have the website updated accordingly.

Twigs Vancouver
The Waterfront
801 Waterfront Way
Suite 103
Vancouver, WA 98660
360 726-4011

Seattle PNW Report

Captain Doug Subcleff, #2329-RU

Chapter Secretary

12 May at Claim Jumper Restaurant, Tukwila

Captains Klein and Moore reported on the CAMM National meeting which was

held in Chicago for the first time. Future CAMM National initiatives recommended included Captain Kevin Coulombe’s suggestion that CAMM have a “Media Adviser” to facilitate social media outreach via Facebook, Twitter, Instagram, etc. The 2023 CAMM National Meeting will be held in SEATTLE! The last time this meeting occurred in Seattle was 2012. This annual event consists of a one day (PDC) Professional Development Conference with the Annual General Meeting following the next day. The PDC is open to the public and will feature a number of speakers/presentations to address the maritime theme selected for the 2023 meeting. CAMM National Events V.P., Captain Manny Arosemena, will be working with the Seattle PNW Chapter to organize and facilitate this event. Captain Don Moore, here in Seattle, has already started the initial planning. The Seattle Chapter cannot thank Captain Moore enough for his tireless work over the years to arrange our Chapter events.

Health & Welfare: Captain Denny Stensager reported that Chapter member Captain Lester Hofstad has recently passed away. His last known address was in Burlington, WA.

9 June at Claim Jumper Restaurant, Tukwila

Captain Klein reported that the plan-

ning for our annual charity golf tournament is underway; the date is Thursday, September 1. As the Editor-in-Chief of *Sidelights*, he reported that the summer issue will have a number of articles related to the CAMM National meeting held May 4-6, 2022, in Chicago.

Discussion Topics included the NTSB final report on the President Eisenhower engine room fire. The elective response by the crew fire-fighting team was a good example of the importance

Captain Moore is working on the Seattle Chapter roster and has requested input from all members as to their latest contact information. He also reported on the Memorial Day ceremony held at Tahoma National Cemetery in Kent, WA. Captain Moore and Captain Chuck Lund presented a memorial wreath for those in the U.S. Merchant Marine who had lost their lives in our nation's wars. The cemetery will begin an expansion in 2024, that will include new memorial plaque pedestals for the Merchant Marine and the Space Command.

14 July at Claim Jumper Restaurant, Tukwila, Seattle Chapter President, Captain R.J. Klein, welcomed everyone and noted this was our largest group of the year so far. He gave a nod to our guest speaker, Steven Nevey, Director of Marine Operations, Washington State Ferries (WSF), as being the main reason for the increased attendance. Captain Bill

Bundren introduced his guest, Captain George Collier. They sailed together over 40 years ago on Ultramar obo ships. Bill's career began in 1965, when he graduated from the US Merchant Marine Academy. After 20 years of freighters and tankers, he became a Puget Sound Pilot in 1985.

Guest Speaker: Steven Nevey
Captain Maija Holston, Watch Operations Supervisor at WSF, introduce dSteven Nevey. She said that since Steven has taken on the job of Director of Marine Operations, he has tried to show "a new way of doing things," and hopefully positive changes can result.

Mr. Nevey spoke about his start in the maritime world as a Chevron cadet in England, then to Southampton Solent University. He sailed for Holland America Line as Safety Officer and later began working in the Seattle office as Director of Marine Operations. Moving to the Washington State Ferry in 2022, he has brought his international shipping experience and knowledge of other ferry systems to Seattle.

Mr. Nevey discussed the many challenges facing the Washington State Ferry system. The public is well-aware of the staffing shortage on the ferries resulting in cancelled sailings. He put in place improvements to the training program, including getting more ABs to train for mate positions. He also negotiated wages for "training mate." This allows for the

mates to be paid for the time spent getting needed pilotage trips.

The aging of the fleet and the reduced number of operational vessels is also being addressed. Mr. Nevey noted that the American shipyards lag behind the ship-building expertise of other countries. As a result, the process of obtaining bids to build the new hybrid-electric ferries has been difficult. He also raised the question: How do we attract young people to work on the ferries? That is a question for the entire maritime industry as it deals with the demographics of older age employees retiring and fewer trained and certificated personnel willing to take their places.

It was a very informative session. Captain Messer-Bookman noted that it is not easy to have a cadet-training program when the ferries are not designed with accommodations and there is presently no funding or logistics for housing of cadets should they want to do their sea time aboard WSF. In addition, solutions for the WSF challenges can also be complicated by the legislative process, as this is a state-operated entity. With a number of CAMM members having sailed on the Washington State Ferries, we have a vested interest in the success of the largest ferry service in the country. Thanks to Steven for a great presentation and for the willingness to withstand a barrage of questions!



CONGRATULATIONS 2022 BIG WINNERS

The drawing for the 2022 raffle prizes culminated the closing dinner ceremonies. The winners do not have to be presnet to win, but this year all three winners were present.

The prizes winners were -

1st \$800 Tom Carroll, guest at the evening event

2nd \$500 Captain Augusta Roth #3116, CAMM Secretary-Treasurer

3rd \$200 Will Watson #3256

Proceeds help CAMM carry out its mission statement.

A Proclamation on National Maritime Day

May 20, 2022



From sea to shining sea, whether in still or raging waters, America has always been a Nation of maritime travel. Across our 25,000 miles of waterways and over 360 commercial ports, the United States Merchant Marine is integral to our Nation's prosperity. From helping move goods throughout the supply chain to supporting our troops wherever they are deployed, the Merchant Marine plays a vital role in the economic security and defense of our country. On National Maritime Day and every day, we honor the Merchant Marines for their service and sacrifice and acknowledge their crucial role in protecting our Nation's security and commerce.

Today, our Merchant Marine remains inextricably linked to our national and economic security and competitiveness. Merchant mariners' legacy of perseverance and dedication is carried on by today's civilian mariners. As tyranny and violence again cause the tragic loss of innocent lives and senseless destruction in Europe, our merchant mariners have answered the call of duty by crewing vessels of our United States Ready Reserve, moving vital military cargo to help the Ukrainian people in their defense of freedom.

We also salute the remarkable efforts of our entire maritime industry throughout the COVID-19 pandemic. They put the well-being of the American people first, risking their lives to ensure that essential cargoes of medical supplies and personal protective equipment were delivered to those in need across our Nation.

As we continue to build a better America, our Merchant Marine plays a pivotal role in securing our coastal and inland waterways so that they are open to trade. No matter the hardship, mariners provide a smooth passage for America's critical domestic goods and serve as stewards of our Nation's trading gateways with the rest of the world. My Administration continues its unwavering support of the United States Merchant Marine, as well as the Jones Act, which protects the integrity of our domestic maritime industry, supports hundreds of thousands of jobs, and contributes over \$150 billion in economic benefits.

We also know that the future success of the vital maritime industry depends on its ability to attract the talent of all Americans and reflect the diversity of the Nation it serves. That is why we are resolved to continue the urgent work of advancing diversity, equity, and inclusion in the ranks of the Merchant Marine and to end sexual assault, sexual harassment, and bullying in the workplace.

Our Nation's merchant mariners serve with honor and integrity each and every day. Today, we recognize their service and sacrifice and recommit ourselves to fulfilling the promises and uplifting the values that they continue to protect.

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. I also request that all ships sailing under the American flag dress ship on that day.

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, 2022, as National Maritime Day. I call upon all Americans to observe this day and to celebrate the United States Merchant Marine and maritime industry with appropriate programs, ceremonies, and activities.

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

Joseph R. Biden, Jr.



Maritime Day Celebrations



Above: Washington DC - MARAD observed National Maritime Day on May 24th at the U.S. Department of Transportation Maritime Administration building in Washington DC. Secretary of Transportation Pete Buttigieg is on stage with MARAD Administrator Rear Admiral Ann Philips addressing those in attendance.



Top left: Galveston – The National Maritime Day Commemoration Ceremony was held at the Galveston Seafarers Center on May 18th. The Center's continued support for this annual event honoring the Maritime Industry and our Merchant Mariners is deeply appreciated. Rodger Rees and the staff of the Galveston Wharves, Port of Galveston donated the memorial wreath for the event.

Photo sent by Seafarer's Center Managing Director Jim Lewis. Jim is seen directly behind the wreath, fifth from the left and standing next to Rodger Rees – fourth from the left. Captain John Pertlin is on the far left. Submitted by CAMM member Captain John Pertlin.

Middle left: Seattle - Captain's Charles Lund, Don Moore and RJ Klein celebrated Maritime Day at the Museum of History and Industry at South Lake Union, Seattle. They honored Seattle Chapter Members who recently crossed the final bar by reading their names and striking eight bells, followed by a moment of silence. They also spoke with passing visitors about the importance of Maritime Day and the U.S. Merchant Marine. Pictured in the background are the tug Author Foss and the Lightship Swiftsure. The Author Foss was made famous in the 1933 movie "Tugboat Annie" and is the oldest wooden tugboat afloat in the world. The Swiftsure (LV 83) was one of the longest serving lightships on the west coast and one of the few to serve at all five West Coast lightship stations.



Bottom Left: Baltimore- Baltimore CAMM members were present as Maritime Day was observed aboard the NV Savannah. A McAllister tug (seen in the background) saluted with their water cannons. During the day, the victory ship SS John W Brown was smartly dressed and welcomed guests to tour the ship.

CROSSED THE FINAL BAR

CAPTAIN JOHN (JACK) GUEST #1738

While visiting Quito, Ecuador, Captain Jack Guest died on May 27, 2022. His son Trevor informed us that he was doing what he really loved - traveling to visit family and friends who loved him.

Before joining the U.S. Coast Guard, Captain Guest sailed as a licensed mariner. He joined the Council of American Master Mariners in 1972. In the late 1970s he was Captain of the Port in Los Angeles/Long Beach and retired from the USCG in 1984.

After retiring from the Coast Guard, Captain Guest became the Executive Director for the Marine Exchange of Southern California (MarEx-SoCal) and served in that position until 1992. At that time, the Marine Exchange of Southern California was on the roof of Warehouse One in the port of LA next to the LA Pilot Station. Captain Guest recognized the limitations of the Warehouse 1 site and had a vision for a better location for the MarEx-SoCal to perform its mission. Due to Captain Guest's talent and drive, the Marine Exchange moved to its present site in Angel's Gate Park in 1989. The location is atop the World War I-era Battery and the land is owned by the USCG, which is provided free of charge to the MarEx-SoCal through a License Agreement.

Captain Guest was an active member of the LA/Long Beach Chapter of CAMM. There were many tributes from those who knew and respected him. His passing has left a significant void in the Maritime industry.

CAPTAIN EDWARD J. PIERSON #577

Captain Edward J. Pierson passed away on February 18, 2022, at his home in Raleigh, NC. He is survived by his loving partner, Diane Johnson of 25 years and his daughter Kim Pierson Mahns who resides in Santiago, Chile.

Captain Pierson was born in 1930 in Brooklyn, NY. He was enchanted with the ships along the Brooklyn waterfront and the convoys forming in the harbor during World War II. Haunting a Chief Mate whose ship was in for repair at the Todd Red Hook Yard, he managed a berth as seaman. He quickly realized he would rather be an officer than a seaman. Taking correspondences courses through the American Merchant Marine Library Association and attending Officers Training School at Sheepshead Bay, he obtained his Third Mates License in 1952.



Captain Pierson spent time sailing with Grace Line and Isbrandtsen. He also bought a fishing trawler and worked out of Montauk Point, Long Island. In 1960, he returned to ocean shipping and joined Moore McCormack Lines as a Third Mate. In 1965 he was appointed Master of the SS Robin Gray.

Management beckoned and he was appointed Stevedoring Superintendent for the Robin Line Division in New York. He was sent to Buenos Aires, Argentina as Port Captain and then Vice President and Director of the company's activities in the River Plate. In 1972, he was named Vice President of Moore McCormack and returned to New York.

He left Moore McCormack in 1979 and took a year off. He returned to sea with Lykes Lines in New Orleans and was soon sailing Master. When Lykes scrapped his ship in 1995, Captain Pierson retired from going to sea. In 1996, he began doing marine safety inspections in Port Canaveral Florida with the Directorate of Consular and Maritime Affairs for the Republic of Panama. He retired for the last time 2007.

His memberships and associations, besides the Masters Mates & Pilots included the Marine Society of New York, The Council of American Master Mariners (1965), the South African Master Mariners Association and at one time a Trustee of the National Maritime Historical Society. Captain Pierson was a mentor for the young and middle aged and will be missed by those who truly knew him.



Nautical Institute Addresses the Future of the U.S. Merchant Marine



Captain Roth delivers her remarks during panel discussion on threats facing the U.S. flag merchant fleet at the Nautical Institute Conference. Panel members (seated) L-R, Mr. Aaron Smith, CEO Offshore Marine Service Association and Executive Director Offshore Service Vessel Dynamic Positioning Authority, Captain RJ Klein CAMM Executive Vice President and Captain Philip Schifflin, Director, center for marine Advocacy at the Seamen's Church Institute.



Captain Augusta Roth and I were invited to speak at the Nautical Institute's 50th Anniversary Conference in San Francisco 18-20 May. The conference, held at the Marine Memorial Hotel in San Francisco, was well attended by individuals from all sectors of the maritime industry. It was interesting to note that over 20% of the attendees were CAMM members.

The theme of the conference was What is the Future of the U.S. Merchant Marine? The conference was chaired by Captain Greg Tylawsky, Master Mariner, San Francisco Bay Pilot and Chair of the West Coast Branch of the Nautical Institute. The format was multiple panels discussion on topics which included: Does the current regulatory framework support or hinder a robust U.S. Merchant Marine; does the U.S. still need a domestic merchant fleet; What are the threats facing the U.S. flag merchant fleet; and a session on the Mariners' perspective.

The conference generated robust conversations and discussion regarding how to best support the U.S. merchant marine and the regulations affecting the U.S. merchant marine including the Maritime Security Program (MSP) and the Jones Act. The more than 60


attendees included pro and con Jones Act presenters, maritime lawyers, educators, union officials, and fleet operations officers/managers from cruise lines, towing companies and shipping companies.

A luncheon was held at the conference hotel on Friday, 20 May. Congressman John Garamendi (D-CA) addressed Merchant Mariners of World War II and their families who were able to attend. Congressman Garamendi, a strong advocate of the U.S. merchant marine, presented replicas of the Merchant Mariners of WWII Congressional Gold Medal (See pg 10 for more information).

Highlights of the conference included concerns over the mental health of seafarers, the continued denying of shoreleave to mariners, treating seaman like children, and the country's shipbuilding program (or lack thereof). Captain John Loyd sounded the alarm over the growing shortage of mariners, not just in the United States, but worldwide. Dr. Sal Mercogliano (Chair - Department of History Criminal Justice and Political Science at Campbell University) discussed the history of the U.S. Merchant Marine Acts. He talked about the tendency of U.S. companies to build only one or two ships at a time and stat-

ed that "building a one-off ship is a piece of art not a shipbuilding program."

The technology used at the conference was impressive. Some opening welcoming remarks from Senator Lisa Murkowski (I-AK) and Secretary of Transportation Pete Buttigieg were presented virtually. Instant surveys were conducted which allowed attendees to log-on to the service and answer questions. The results were electronically tabulated and ranked by order of preference by the program. The results were immediately displayed on the screen for all to see. At the close of the conference, this tool was used to tabulate the results of the question most often asked - What is the best way to ensure the future of the U.S. Merchant Marine? The results:

1. Educate the public about the merchant marine and its importance to their everyday life.
2. Treat mariners like human beings by allowing them to have communications with their friends and family, be granted shoreleave and even allow them to have a beer aboard.
3. Support the Jones Act.
4. Bring back building and operational subsidies and/or improve the current MSP. 



Professional Development Conference

Is There a Future for the U.S Merchant Marine?



By Captain
Jeff Cowan -
#3070-RU

The Nautical Institute held a conference in San Francisco titled, "What is the Future of the US Merchant Marine?" As I attended each of the sessions, I became dumbfounded as I learned more about our Merchant Marine history.

It was astounding to find that the first US Congress (1789 to 1791) made 26 laws

and seven of those laws were for the fledgling American Merchant Marine (AMM). That early Congress must have felt the AMM was very important as they dedicated so much time to the topic. But that made me wonder, what has happened in the last 231 years?

Revolutionary War

The AMM was instrumental in the American revolution. The first wartime role by the United States Merchant Marine occurred in June 1775 in and around Machiasport (now Maine - then part of Massachusetts). Under the command of Captain Jeremiah O'Brian and Benjamin Foster, a group of citizens, captured the armed British schooner HMS *Margaretta*. James Fennimore Cooper called this the "Lexington of the Seas" in his History of the Navy of the United States of America (1839).

Word of this action reached Boston, and the Continental Congress began issuing Letters of Marque which authorized private individuals to attack and capture vessels from a nation at war with the colonies. As a result, American Privateers rose to the call and began to capture or destroy British naval and merchant ships. This

too interrupted the British supply lines all along the American eastern seaboard and even reached across the Atlantic Ocean. American Merchant Marine were involved in numerous sea battles, and it is a point of pride that these actions by the privateers predate both the United States Coast Guard (founded 1790) and the United States Navy (Continental Navy founded Oct 1775, US Navy founded 1794). The AMM is the oldest of the maritime organizations for the United States. Some additional dates of special note in Merchant Marine history include:

1886 - Passenger Vessel Service Act stated that no foreign vessels shall transport passengers between ports or places in the United States, either directly or by way of a foreign port, under a penalty of \$200 for each passenger so transported and landed.

1920 - Merchant Marine Act of 1920, also known as the Jones Act, provides that only US built, owned, and documented vessels are allowed to transport merchandise between coast-wise points within the United States. Said vessels must be manned by US Mariners. This Act also gives protection to US Seafarers by allowing an injured seamen to seek damages based on negligence by their employers.

1932-The Steamboat Inspection Service and the Bureau of Navigation are combined to form the Bureau of Navigation and Steamboat Inspection (still under control of the Commerce Department).

1936-The Morro Castle casualty prompts Congress to reorganize and rename the Bureau of Navigation and Steamboat Inspection as the Bureau of Marine Inspection and Navigation (still under Commerce Department). The law also requires structural fire protection on passenger vessels and requires passenger vessel plans to be approved by the Bureau prior to construction.

The United States is a signatory coun-

try to the Officers' Competency Certificates Convention, 1936 that is an International Labor Organization Convention that will enter into force in 1939. Each signatory maritime country agrees to minimum requirements of professional capacity for masters and navigating and engineering officers in charge of watches on board merchant ships.

1937- Mariners have been required to hold Merchant Mariner's Documents (MMDs) to serve on board most US-flagged merchant vessels of 100 gross tons or more. An MMD is a wallet-sized ID card. Because there is no fee, drug testing, or professional examination associated with an entry-level MMD, many apply only to obtain a desirable form of identification with no intention of seeking employment as a merchant mariner. The Bureau of Marine Inspection and Navigation imposes a new requirement for an applicant of an original (first) MMD endorsed for service only in entry ratings to produce satisfactory proof of commitment as a member of the crew of a United States merchant vessel. This requirement for a "letter of commitment" was established to ensure that those persons obtaining MMDs are actually to be employed as merchant mariners.

1942-As a temporary wartime measure, President Roosevelt transfers the Bureau of Marine Inspection and Navigation to the control of the USCG.

1946-The Bureau of Marine Inspection and Navigation is abolished and its marine safety duties are transferred to the USCG which was under the control of the Treasury Department after World War II. This marks the first time that responsibilities of the COTPs and OCMI's are the function of a single federal agency, and mariner licenses are now issued by the USCG.

1961-The Kennedy Administration and Congress decided that the tasks of reg-

ulating the activities of international liner shipping companies and promoting a healthy US Merchant Marine should be pursued by separate agencies. By executive order (called Reorganization Plan No. 7) signed by President John F. Kennedy, two agencies were established: the Federal Maritime Commission and the Maritime Administration (MARAD). As an independent agency, the FMC was charged with regulating US ocean commerce, and MARAD was formed to promote America's merchant marine and oversee an emergency reserve of cargo ships for use in times of conflict.

2008- Official opening of the CG National Maritime Center (NMC) in Martinsburg, WV

Other observations of the state of the US Merchant Marine Shipyards

At the end of the Second World War the United States had 53 shipyards. On the East Coast 16 yards, West Coast 16 yards, Gulf Coast 11 yards and Great Lakes 10 shipyards. Together they produced 5,549 ships from 1940 through 1945. Now we have four shipyards tending to Defense capabilities. By comparison, in 2021 China launched nine ships and the USA launched three ships.

Loren Thompson, Senior Contributor to Forbes Magazine, (July 23, 2021 issue)



Captain Greg Tylawsky opens the conference at the Nautical Institute's 50th Anniversary celebration in San Francisco, May 2022. The Conference focused on the "Future of the U.S. Merchant Marine."

PHOTO BY CAPTAIN AGUSTA ROTH

stated that "The domestic shipbuilding industry went from being a major producer of commercial oceangoing vessels to building barely any at all in a mere 10 years, thanks to a foolish move by the Reagan administration to wipe out construction subsidies without seeking reciprocal action from other nations."

Thompson notes that the "move was never revisited, even though the shipbuilding industry lost 40,000 workers during the Reagan years."

Thompson further suggested that the current question is whether the Biden administration will revise naval shipbuilding plans, which at the moment could spell doom for some of the surviving US shipyards. Hope is low as the US has lost 14 new-construction shipyards since 1970.

She also noted that today there is only one full-service shipyard left on the entire West Coast. The Trump administration's last industrial-base report to Congress correctly stated that "the largest contributing

factor of declining US competitiveness in global shipbuilding has been state intervention from competitor countries." This means that China and other shipbuilding nations subsidize their industries, at the expense of America's shipbuilders.

Staff Vessels

Numerous discussions with people within the industry have provided information about former US Navy and USCG personnel that had enough sea-time to get their civilian maritime credential upon leaving service. Typically, these individuals have success finding jobs in the civilian sector aboard US government-chartered ships.

Unfortunately, military sea-time and commercial sea-time are not the same. Those from the USN and USCG do not do so well aboard commercial ships. Commercial ships typically have crews of 22 plus or minus. At sea during daytime,

Continued page 29 >>>



Professional Development Conference



Captain Bill Boyce and Captain Augusta Roth in serious discussion.



Newly elected CAMM President Captain Joe Hartnett shares his thoughts with member.



Captains Frank Zabrocky and Paul Hanley at the closing dinner.



The Banner displayed at all events.



Captains Halsall and Zeluff.



Debbie Halsall, Jackie Moore, Captains Don Moore, Thomas Bell and Ken Halsall

and 2022 Annual General Meeting



Our Sponsorship Board which was displayed at all events at the PDC/AGM.



Members enjoying the Thursday night outing.



Above, Captains Bill Boyce and Frank Zabrocky



Left, Captain Arosemena, Will Watson, Captain Zeluff and Captain Hanley



Captain Halsall and his wife Debbie at the Thursday outing.



Members enjoying the Thursday night outing

The Jones Act and Offshore Wind Farms

Presentation by Charlie Papavizas

Mr. Papavizas, nationally recognized in major legal directories, is widely known for his experience with Jones Act laws and the U.S. offshore wind industry. A partner at Winston and Strawn in Washington DC and the Chair of its Maritime Practice, he has often been referred to as the Dean of the Maritime Bar and the Godfather of Maritime Law.

He began his presentation with brief history of the Jones Act. In his view the Jones Act is widely misunderstood. It was not until 1904 that the first law was passed which stipulated that U.S. government cargos be reserved, at least in part, to be carried on qualified U.S. ships. Most of the Merchant Marine Act of 1920 addressed what to do with the war-built fleet (over 2,500 ships) and how to sustain the U.S. merchant marine and the ship building industry (an industry that employed hundreds of thousand workers). It was not about coastwise trade.

The modern-day Jones Act centers around Section 27 of the Merchant Marine Act of 1920. The section was a minor modification to existing U. S. law aimed at closing the “Canadian loophole,” and it was not an attempt to re-write pre-existing U.S. coastwise trade restrictions. It made clear that U.S. coastwise laws applied to territories (i.e., U.S. west coast to Alaska).

Section 27 of the Jones Act states: ... a vessel may not provide any part of the transportation of merchandise by water, or by land and water between points in the United States to which the coastwise laws apply, either directly or via a foreign port, unless the vessel ... (is a qualified US-flag vessels).

Mr. Papavizas elaborated on nuances and exceptions that make the Jones Act difficult to interpret and enforce. Section 27 has produced a great deal of controversy as it does not define “points in the United States”, “any part of transportation”, “merchandise”, or “either directly or

via a foreign port.” The interpretation of these words has been left to the courts and administrative regulations. Interestingly,

it is the Customs and Border Patrol (CBP) that often interprets and issues rulings as to how the Jones Act is interpreted. Requests for a ruling from CBP may be submitted about whether a movement is subject to the Jones Act. CBP publishes their rulings on their website.

There is no dispute that the modern Jones Act applies to the physical territory of the United States which

extends three nautical miles off the coastline. Beyond the three-mile limit Outer Continental Shelf Lands Act (OCSLA) comes into play. It was written in the 1950s to apportion offshore oil and gas revenues between the state and federal government. Inside three nautical miles is state revenue, while from

three to 200 miles is federal revenue and federal jurisdiction.



Scour protection after installation of the monopile (shown in gray) and the transition piece (shown in yellow)

PHOTO: SCIENCE DIRECT, [HTTPS://WWW.SCIENCEDIRECT.COM/](https://www.sciencedirect.com/)



Rendition of the Charybdis which is currently under construction by Dominion Energy Inc. The \$500 million vessel, named after the sea monster from Greek mythology, will be the nation's first offshore wind vessel in compliance with the Jones Act. The vessel will assist with construction of two offshore wind farms in the Northeastern U.S.

PHOTO: DOMINION ENERGY NEWS RELEASE

Offshore Wind Farms

Mr. Papavizas is currently engaged in work related to renewable energy offshore, specifically offshore wind facilities. Prior to 2021, there was an issue as to whether or not OCSLA applied to renewable energy. It has subsequently been decided that OCSLA does encompass renewable energy. Based on that, U.S. Customs has determined that something must be permanently or temporarily attached to the seabed within the 200-mile limit to make it a "point" in the United States and thus subject to the Jones Act.

Until last year there was very little guidance concerning the application of the Jones Act to offshore renewable energy. Firm guidance and rulings are ongoing. In regard to offshore wind installations, the following remain unresolved: scour protection, foundation/tower installation and cable burial.

If a monopile is installed on the U.S. Seabed within the 200-mile limit for renewable energy purposes, it becomes a point in the United States. Everything delivered to that monopile coming from the U.S. is subject to Jones Act requirements.

The early working model for developing a wind farm is that a foreign vessel will install scour protection and the foundation for towers. However, all the tower components from U.S. ports to the installed foundations must be transported on Jones Act Vessels. This



The Viking Mississippi underway on the Mississippi River. The Viking Mississippi entered service on September 3, 2022.

PHOTO: VIKING LINES NEWS RELEASE

is because there are currently no U.S. Wind Turbine Installation Vessels (WTIV). It is expected that the foreign installation vessel would stand offshore, and parts would be delivered by Jones Act vessels. Since the foreign ship is not moving or transporting goods, it is lawful for it to do the installation work.

Cable needed to take the electricity from the wind farm to sub-stations is usually done at the same time as the towers are installed. Currently, there are no plans to build any U.S. flag cable laying vessels. Therefore, cable lay-

ing for U.S. offshore wind farms will need to be done by foreign flag ships.

Offshore wind farms generate electricity from wind blowing across the sea. They are considered more efficient than onshore wind farms, thanks to the higher speed of winds, greater consistency, and lack of physical interference that the land or human-made objects can present. The building offshore wind farms in OCSLA waters will increase over next decade. How the Jones Act will affect the operations is still in flux.

Questions and Answers with Papavizas

Question: Viking Lines will soon be operating a cruise boat on the Mississippi River. How does this vessel meet Jones Act requirements?

Answer: The vessel was built by Edison Chouest Offshore – an American Company. It is U.S. built, U.S. registered and crewed by U.S. citizens. Edison Chouest Offshore has

entered into a long-term time charter and it is legal for a non-U.S. company to operate in U.S. waters under these conditions. Mr. Papavizas contends that it is not a time charter but a bare boat charter. Foreign operators cannot operate a Jones Act ship under a bare boat charter. (Editor's note: MARAD has ruled that the charter arrangement between Edison Chouest Offshore and Viking Lines meets U.S. regulations.)

Question: who are the principal enemies of the Jones Act?

Mr. Papavizas responded that there are no serious threats to the Jones Act as there are no well-organized efforts to modify the Jones Act. He also stated that the chances of changing a law as firm and as settled as the Jones Act has little chance of success.



Professional Development Conference

Jones Act Fleet May be Bigger Than You Think

Written by Johnathan Rutz as Presented by Captain Ryan Vechan at CAMM's AGM

Captain Ryan Vechan, Assistant Professor for Texas A&M University's Department of Maritime Transportation, gave a presentation via zoom at CAMM'S 2022 Professional Development Conference (PDC) on the Merchant Marine Act of 1920, better known as the Jones Act. He discussed the act's history, detailed its most important aspects - past and present - and proposed changes.

The Jones Act was passed over 100 years ago after the First World War (WW1) and while the most famous sections of the Jones Act today are sections 27 and 33, they were not the focus of the original drafting. WWI left the United States Government with ownership of a large commercial fleet. The Jones Act was primarily drafted to dispose of these ships, but the draft also outlined the establishment of a substantial merchant marine corps to serve as naval auxiliary, to train commercial mariners and to encourage greater U.S. domestic and foreign commerce.

The Jones Act outlined the indirect subsidizing of over 10-million tons of war-built ships through a sale to U.S. citizens for commercial use. In his presentation, Captain Vechan emphasized the value of these subsidies for the future of U.S. maritime expansion saying, "The indirect subsidy was really how we were able to expand the U.S. merchant fleet to dominate, or be so large, in the international trade. That's something I think should be in the back of our minds when we talk about the expansion of the U.S. fleet, or the Jones Act fleet, to the international or foreign trade is that it may require some form of subsidies or greater subsidies from the U.S. government."

Section 27 and 33 – the Heart of the Jones Act

Today there are mainly two sections

that are referenced when referring to the Jones Act; sections 27 and 33. Section 33 provides Jones Act seamen a course of action against their employers for injuries on the job via reference to earlier congressional outlines for railway workers. These claims allow seaman to obtain compensation for the full value of their work, not just basic workers compensation claims. Section 33 of the Jones Act applies to all seaman working aboard

"The indirect subsidy was really how we were able to expand the U.S. merchant fleet to dominate, or be so large, in the international trade. That's something I think should be in the back of our minds when we talk about the expansion of the U.S. fleet, or the Jones Act fleet, to the international or foreign trade is that it may require some form of subsidies or greater subsidies from the U.S. government."

U.S. flag ships (not just Jones Act qualified ships). This section seemed to be more of a labor relations outcome to attain the support or silent consent of seamen labor during the passing of the Jones Act.

Section 27 is often seen as the start of modern domestic U.S. coastwise trade restrictions even though this is not the case. Captain Vechan pointed to congressional acts in 1789 and 1817 that restricted United States coastwise trade long before the Jones Act in 1920. By 1817,

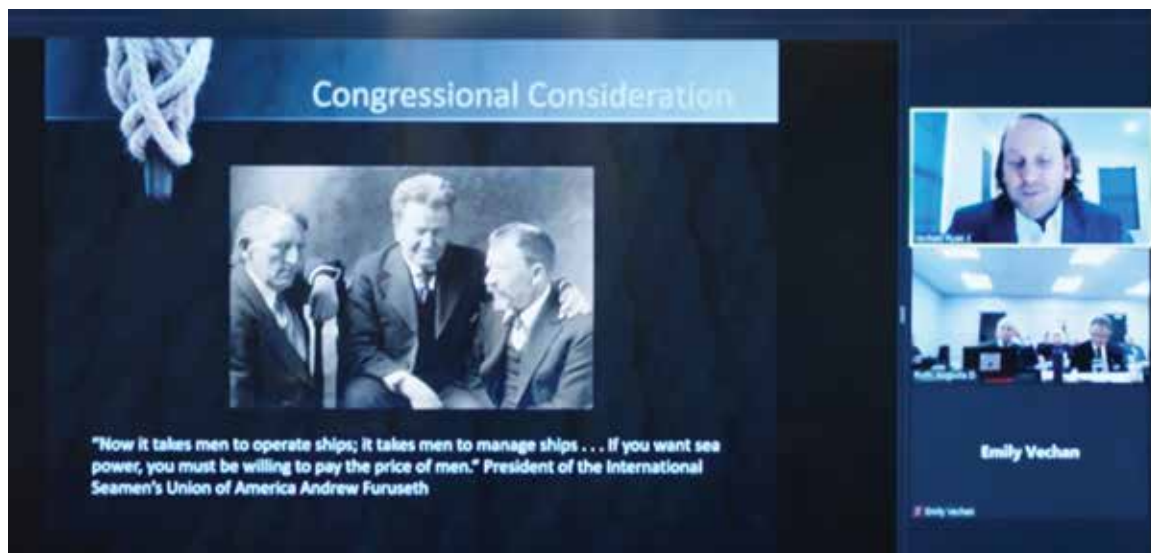
non-U.S. owned vessels were restricted from engaging in coastwise trade; coastwise trade being defined as merchandise laden at a point embraced within coastwise law and unlade at another coastwise point. Section 27 simply amended a loophole in previous coastwise legislation where laws were not being applied to some shipments to and from Alaska if they were transported by water and by land.

More specifically, section 27 and its cabotage laws restrict the movement of merchandise between coastwise points in the United States unless the vessel had been issued documentation of coastwise endorsement and is owned by U.S. citizens or entities for the purposes of engaging in such trade. The Outer Continental Shelf Lands Act (OCLSA) extended the definition of coastwise trade to include any movement or installation affixed to the outer continental shelf of the United States and provides manning regulations of non-U.S. flagged vessels.

There are many exceptions and nuances to this coastwise trade, one example being the changing of merchandise. If a shipment of cattle is transported from Hawaii to Vancouver, British Columbia, Canada and turned into steak then transported back to the United States on a non-coastwise vessel, it is not considered a violation as it is considered a different product.

Continuity of transportation is also important. If grain is sold to buyers in Japan and transported on a non-coastwise-qualified vessel from the U.S. but denied entry into Japan and returns to the U.S. on a different non-coastwise vessel, it is not considered a violation as the continuity of transportation was broken.

There have been waivers issued in the past for vessels to bypass these coastwise laws; however, they are sparse and only ever given for the purpose of national defense. Customs and Border Protection



Captain Vechan presenting information on the Jones Act. In the photo on the screen (circa 1915) are International Seamen's Union President Andrew Furuseth, Senator La Follette R-Wis) and Lincoln Steffens. Furuseth is quoted, "If you want sea power, you must be willing to pay the price of men."

PHOTO FROM MARITIME TV RECORDING.

(CBP) does issue binding guidance as to whether the transportation of material by a non-coastwise vessel would result in a violation, but these letters are not waivers. To obtain a coastwise certificate, a vessel must be at least five tons, built in the United States, wholly owned by one or more individuals or entities as outlined by applicable laws and not documented under the laws of a foreign country.

A common misconception of section 27 is that it imposes crewing requirements for Jones Act eligibility. It does not. Crew staffing requirements come from statutes per the Certificate of Inspection which is issued by the U.S. Coast Guard or the National Vessel Documentation Center. For documented vessels only a U.S. citizen may serve as master, chief engineer, radio officer or officer in charge of a deck or engine watch. The vessel may employ unlicensed U.S. citizens, lawfully admitted aliens or foreign nationals enrolled at the U.S. Merchant Marine Academy, but only up to 25% of the crew. There are also exceptions for various vessels like offshore drilling installations.


Jones Act Fleet May be Bigger Than You Think

Captain Vechan wrapped up his presentation by talking about the current state of the U.S. and Jones Act fleets, including how its size has been downplayed by government agencies. The United States Maritime Administration Agency in 2021 found the U.S. deep sea (ocean going vessels of 1,000 tons that carry cargo between ports) fleet contained 180 vessels with 96 being Jones Act eligible. Captain Vechan believes this metric minimizes the size of the U.S. fleet with the nearly 40,000 Jones Act eligible vessels (ships, tugs, etc.) in the U.S. that ply their trade on the inland water ways but not on the open ocean. He stated, "While there may be a decline in the ocean-going portion of the Jones act fleet, the domestic inland Jones Act fleet is actually thriving, and there are approximately 7,500 self-powered Jones Act-qualified vessels plying our domestic waters today."

The Jones Act fleet and domestic maritime industry supports nearly 650,000 American jobs while also creating five indirect jobs per each maritime position. It is a key part of U.S. national defense

and has proved invaluable during the modern supply chain crisis along with keeping the quality of our inland water ways high. Captain Vechan concluded,

"While there may be a decline in the ocean-going portion of the Jones act fleet, the domestic inland Jones Act fleet is actually thriving, and there are approximately 7,500 self-powered Jones Act-qualified vessels plying our domestic waters today."

"It's of at least one organization's opinion (Lexington Institute) that support for the Jones Act has never been higher and I do believe that's the truth." 



Professional Development Conference



Commander Eric Peace

The Lake Carriers Association and the Great Lakes Navigation System

Lake Carriers Association (LCA), currently headquartered in Westlake, Ohio, is an advocate for the 13 member companies, which operate 43 commercial cargo vessels on the Great Lakes. Commander Eric Peace (USCGR), LCA Vice President, presented the history and importance of the Lake Carriers Association and the workings of the Great Lakes Navigation System.

LCA was established in 1880. One of its key objectives was to enhance vessel safety to reduce the number of accidents on the lakes and decrease the number of ships being lost. LCA established one of the first "vessel traffic safety" systems in the U.S. The early system was a voluntary separation scheme which established ship's course lines cross lakes (east and west) and up and down (north and south).

The 43 ships operated by the LCA members are all Jones Act ships. As these ships operate exclusively on the Great Lakes; they are not subject to Solas regulations. The majority of their ships operate on the upper Great Lakes (Lakes Erie, Huron, Michigan and Superior).

LCA is a prominent member of the Great Lakes Maritime Task Force which was established in 1992. The Task Force represents 74 organizations which include maritime labor, ship building, port facilities, shipping companies and political entities.

Great Lakes Maritime Economy

According to Commander Peace, the LCA is constantly educating politicians and citizens in the region on the importance of Great Lakes shipping and how it impacts the economy. Great Lakes shipping is responsible for 227,000 jobs and produces \$33.5 billion in business reve-

nue. He said that people "love to look at the ships," but he is continually amazed at how few understand what these ships are doing, what they are carrying and how important it is to the national economy.

Ships on the Great Lakes are not transporting diamonds or Nike shoes - they are shipping "rocks." Not exciting, but it is important to the U.S. economy. With the recent passage of the Infrastructure Bill, there will be an increased demand for raw materials and Great Lakes shipping will play an important part in the supply chain. Ships will transport iron ore from the northern lakes to the steel mills along the shores of Lakes Michigan, Huron and Erie. Great Lake bulkers also carry Limestone (used in steel manufacturing, paper production, and water treatment), salt and coal.

The ships operating on the Great Lakes are large vessels with some over 1,000 feet long. These "Lakers" as these ships are called can operate for more than 80 years due to their operating in fresh water versus salt water. They also have the advantage of a forced lay-up period during the winter months, which allows ship owners to schedule routine and major maintenance/repairs without interrupting the ship's schedule.

Most of the U.S. Lakers are self-unloading which makes the delivery of commodities extremely efficient. These ships discharge much faster than ships using shoreside equipment and can unload 70,000 tons of iron ore within eight hours. Most ships use a conveyor belt system with a boom, and the boom can range from 240 feet to 280 feet. Additionally, many lake facilities are set up to receive large quantities in bulk that can only be delivered by ship.

Like all deep draft shipping, maintaining the required depth of channels and harbors is achieved by constant dredging. The U.S. Army Corps of Engineers dredges with funding allocated by Congress.

Recently, LCA working with the American Great Lakes Ports Association and other concerned stakeholders were able to obtain 13% of \$10 billion in funds which were sitting in the Harbor Maintenance Trust Fund. The recent release of funds dedicated to the Great Lakes will allow for much needed dredging and the upgrade of navigation structures.

The Linchpin of the upper Great Lakes system is the Soo Locks at Sault Ste. Marie, Michigan. The locks enable ships to navigate the 21 feet drop between Lake Superior and Lake Huron.

Today there are five sets of locks at Soo but only two are functional (one of the five locks is the Canadian lock, but is for pleasure craft only) - the MacArthur Lock (800' long) and the Poe Lock (1,200' long).

The Poe Lock handles nearly 70% of all cargo moving on the upper Great Lakes. If that lock become incapacitated for any length of time, the economic impact would be catastrophic.

An extended closure of the Poe Lock would result in a complete shutdown of the Great Lakes steel production. Such a closure would also cause a shutdown of nearly all of North American's manufacturing of appliances, automobiles, construction equipment, farm equipment, mining equipment and rail cars.

The need for a second lock at Sault Ste. Marie which can accommodate ships 1,000 feet long has long been identified by stakeholders in the Great Lakes-St. Lawrence Seaway navigation system. Construction of a new lock was originally authorized by Congress in 1986, but bureaucratic issues kept the project from moving forward. Full funding has now been approved for a new lock and construction has started. The new lock will combine two older locks (the Davis and the Sabine) with an estimated completion date of 2028.

Q&A

An attendee asked about changing water

levels in the Seaway system and how they are controlled.

Commander Peace said that this is a hot topic issue, especially on Lake Ontario. The controlling body is the International Joint Commission, (a bi-national commission consisting of the U.S. and Canada) which works with industry and local communities to determine the appropriate water levels.

Another attendee asked if there was any attempt by the U.S. shippers to circumvent the Jones Act by making a brief call at a Canadian port.

Commander Peace stated that this was not a contentious point, and in fact there have been attempts by Canadian ships to transport cargo directly from one U.S. port to another. The LCA is a strong supporter of the Jones Act. Recognizing the growing need to replenish the world's supply of mariners, Commander Peace closed by saying "Recruit a Sailor!"



Looking West from the control tower, the 1,000 foot Laker, Burns Harbor is in the Poe Lock and the 730 feet Laker Richelieu is preparing to enter the MacArthur Lock.

(PHOTO: U.S. ARMY CORPS OF ENGINEERS PHOTO BY MICHELLE HILL)

Merchant Marine >>> Continued from page 21

the Bridge is manned by one licensed or credentialed (Any Tonnage) mariner-Third Mate, Second Mate or Chief Mate and one Able Seaman per watch capable of steering. The Ship Master attends the bridge usually while going into or out of port and while docking/undocking, checking on bridge activities at sea-navigation, traffic, weather, or coffee.

The Engine Room is likewise staffed with licensed or credentialed engineers (Any Horsepower Diesel/Steam) - Third Assistant Engineer, Second Assistant Engineer, First Assistant Engineer, and Chief Engineer. The engine room is also manned with unlicensed personnel - Qualified Members of Engine Department.

There is one segment of the US maritime industry where former USN and USCG personnel with Unlimited Master credential find employment that marries-up well with their experience, and that is aboard drill ships or dynamic position drill rigs, these ships/rigs do not move far from their drilling area.

The largest ships within USCG are the Legend Class National Security Cutters of 418 feet, carrying a crew capacity of 120. Running a ship with a large crew and adequate staffing is different from running a merchant ship with reduced crews.

Crew reductions, confinement (due to COVID) and lack of knowledge within the commercial segment challenge USN

and USCG staff who have not had to deal with the realities of life in the commercial industry. COVID has severely impacted sailors, many who no longer want to sail because of the untenable situations in which they found themselves. They were unable to take leave at port, unable to go home on schedule, or unable to have a replacement when their onboard contract was completed.

Critical Steps to Take and What Must Change

To make effective and meaningful changes, the American Merchant Marine needs the following:

1. Move Marine Inspection and Certification to Maritime Administration under the Department of Transportation and put someone in charge that has actual sea-time aboard moving civilian ships. Moving cargo across oceans is not a function of security as in Department of Homeland Security but Transportation. The head of the Federal Aviation Administration is an airplane pilot. The head of MARAD should be a person from the maritime industry, not someone from the military.
2. Per CAMM's Position 2019-01, the percentage of PL 480 (Food for Peace) cargoes required to be carried aboard US Flag vessels should be restored

to 75%. Pass meaningful regulations that penalizes organizations or other entities that do not comply with the minimum US Flag vessel carriage and oppose any efforts to replace US grown food with monetary instruments in the Food for Peace program. Also, expand cargo preferences for US built and staffed vessels.

3. Keep the Jones Act
4. Update the Maritime Security Program (MSP). The MSP was put in place to compensate for the loss of the Operating Differential Subsidy (ODS). There is a need to expand/revamp this program to allow more than 60 container/RO-RO ships to qualify for the subsidies. Additionally, it should also include US flag tankers and break-bulk ships engaged in foreign trade.
5. Restore/restart the Construction Differential Subsidy to revitalize American shipping. The US needs the ships and people need well-paying jobs with the skill to build ships. The US lost 40,000 jobs under the Reagan era policy, crippling our Merchant Marine while the rest of the world subsidizes their ship building industry. The US needs to regain its position as a dominant economic power in the shipping world.

To do otherwise will complete the destruction of US maritime supremacy.



At the Closing Dinner



Captain William Boyce proudly displays his Lalonde Award

2022 LALONDE SPIRIT OF THE SEAS CAPTAIN WILLIAM H. BOYCE

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

Captain William H. Boyce is the 2021 Lalonde Spirit of the Sea Award winner. He was introduced by Captain Frank Zabrocky the 2020 Lalonde Award Winner. Captain Zabrocky noted that Captain Boyce demonstrated leadership and courage when he was in command of the MV *Green Lake* during the rescue of seven seaman from the turbulent waters of the North Pacific.

"The Council of American Master Mariners recognizes and honors the humanitarianism, professionalism and seamanship of Captain Boyce's accomplishments by presenting him the Lalonde Spirit of the Seas Award, our highest and most distinguished award," Captain Zabrocky said.

On December 31, 2018, Captain Boyce and the crew of the MV *Green Lake* went to the aid of the *Sincerity Ace*, which had caught fire in the middle of the Pacific Ocean. Captain Boyce and his crew spent 18 hours battling high winds and rough seas searching for missing mariners and rescuing seven crew members who had abandon the burning *Sincerity Ace*.

On November 1, 2019, Maritime Administration Mark H. Buzby presented the Gallant Ship award to *Green Lake*, and honored Captain Boyce, his crew and Central Gulf Lines for their efforts. The award is given to any U.S. or foreign ship

"participating in outstanding or gallant action in a marine disaster or other emergency to save life or property at sea." The award has been given to only 41 ships since 1944, and this was the first time the

***"The Council of American
Master Mariners recognizes and
honors the humanitarianism,
professionalism and
seamanship of Captain Boyce's
accomplishments..."***


award had been presented in 25 years. All members of the crew received U.S. Merchant Marine Medals for Outstanding Achievement. The *Green Lake's* captain and crew received more honors including gold medals from the Association for Rescue at Sea (AFRAS), the Admiral of the Ocean Sea (AOTOS) Awards, and the 2022 Humanitarian Lighthouse Award from the Global Maritime Ministries.

During the rescue of crew members from the *Sincerity Ace*, Captain Boyce demonstrated exceptional ship handling skills. His leadership in dealing with the psychological needs of his crew and the sailors he rescued showed his true pro-

fessionalism. In the aftermath of rescue, Captain Boyce became acutely aware that while his crew performed admirably, it was not without consequences. Many were traumatized and were in need of counseling. Captain Boyce believes that the public should be aware of the psychological cost of going to sea and that more needs to be done to ensure the mental well-being of seafarers.

Captain William H. Boyce is a 1978 graduate of the United States Merchant Marine Academy. After graduation he began sailing with Sea-Land Service and in 1991 was selected as Master in the SS *Sea-Land Expedition*. In 2014, Captain Boyce was hired as Master with Central Gulf where he sailed continuously until he retired in 2020.

Captain Boyce and his wife, Wendy have a blended family of six children. One of his sons (Conner) graduated from Texas Maritime Academy. Prior to his retirement, Conner joined Captain Boyce's ship as Third Mate. They sailed together for several months – a unique and gratifying experience for both.

To see details of the Gallant Ship Award go to: <https://www.maritime.dot.gov/history/gallant-ship-award/mv-green-lake> 

Keynote Speaker: Captain William H. Boyce

Captain William Boyce, CAMM's 2022 Lalonde Award winner, was the keynote speaker at the Closing Dinner. He told of the rescue of seven seaman in the middle of the Pacific Ocean in late December 2018.

The rescued seaman were members of the crew of the car carrier MV Sincerity Ace. They had to abandon their ship as it was being consumed by fire. Most of the crew of the Sincerity Ace were forced overboard into the water as they were unable to reach the ship's lifeboats. Shortly after 0100, on December 31, 2018, the MV Green Lake, with Captain Boyce in command, received a distress call from the Sincerity Ace. The Green Lake was 47 miles from the Sincerity Ace and immediately altered course to go to the aid of seaman in distress.

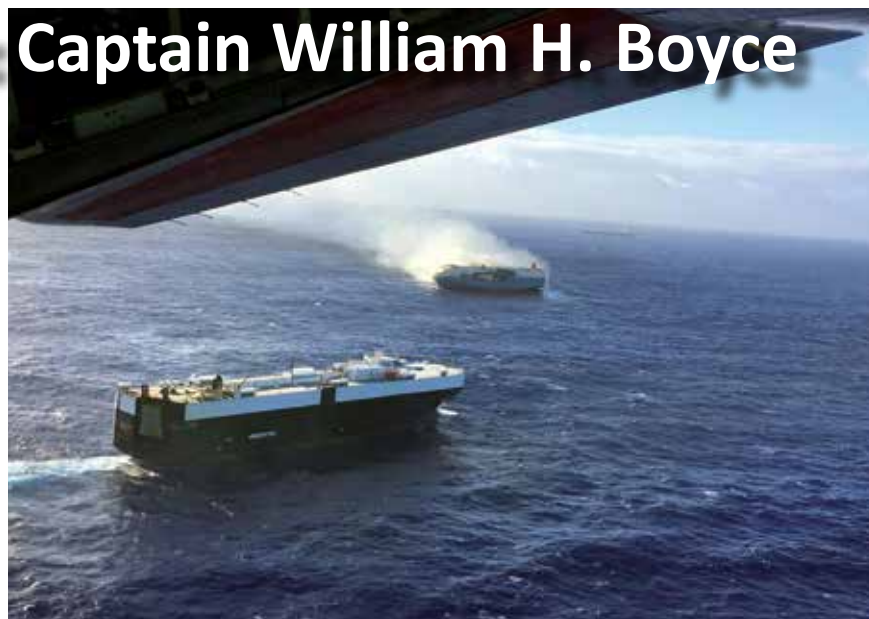
Captain Boyce began his account of the rescue and its aftermath by stating that "It is a fantastic story – a story of human survival. It is what the crew did, not what I did."

Captain Boyce had a green crew and at times it felt like the Green Lake was a training ship. When instructing his young crew, Captain Boyce would show them the how to do a task but stressed that conditions constantly changed, and he would not tell the crew how to think. It was the attitude of empowering his officers to think for themselves that saved the day.

It was a twist of faith that the Green Lake was close to the Sincerity Ace. The Green Lake was enroute from Yokohama, Japan to New Westminster, Canada. Noting that the weather in the North Pacific was extremely bad, Captain Boyce consulted with the weather routing agency to devise a safe route. They settled on a route which took them south to 25° N, 172° W. At the same time, Sincerity Ace was headed to Honolulu and as fate would have it the Green Lake was in perfect position to help the Sincerity Ace in her time of need.

The Fire

At 2200 on New Year's Eve a fire broke out in the cargo hold of the Sincerity Ace. As the incident was related to Captain Boyce, by the time the crew of the Sincerity Ace realized that there was a fire aboard, three car decks were on fire, and the Captain and crew had no chance of controlling the fire. Four crew members fell into the water while attempting to launch the lifeboat. The remaining 17 crew members were driven by extreme heat and smoke to the bridge and then the boat deck. They were unable to reach life rafts or the rescue boat and had to abandon ship by lowering themselves via manropes into the water.



Captain Boyce's ship, the MV Green Lake (foreground) working into position to rescue survivors from the burning car carrier MV Sincerity Ace

PHOTO USCG

The Rescue

The Green Lake was the first ship to arrive on site. By then, crewmembers were strewn over miles of ocean in heavy seas and strong winds. It was still dark (approximately 0400) and the crew on the Green Lake could see the strobe lights on the lifejackets of men in the water. Their first attempt at rescuing a survivor failed. A survivor had reached the Green Lake pilot ladder and made several attempts to climb to safety. Each time he began to climb the ladder he was knocked off back into the sea when the heavy swell would lift the stern of the ship out of the water and slam back down.

Not to be deterred, Captain Boyce called the Mates and the Bosun to the bridge. He told them that his focus had to be maneuvering the ship alongside the survivors and it was up to them to devise a plan to get the survivors out of the water. The green crew stepped up and devised a plan. They would attach a harness (which a survivor could put on in the water) to the ship's bunker crane and hoist survivors to the deck. While not perfect, this system enabled the Green Lake to rescue seven crew members from the stormy waters of the North Pacific. The successful rescue could not have happened without the hard work and tenacity of the crew. This inexperienced crew stepped up and stayed on station to save as many survivors as possible. Regardless of how many they saved, Captain Boyce said that he still thinks about the one they lost.

The Aftermath

What is not taught is how a large ship should approach a person in the water to execute a rescue most effective-

Continued page 35 >>>



Professional Development Conference

State of CAMM: Annual General Meeting 2022

CAMM President, Captain Klein, welcomed those in attendance to the 82nd Annual General Meeting (AGM). The meeting agenda was adopted, and the 2021 AGM minutes approved. Eight bells were struck for members who had "Crossed the Final Bar." Will Watson (#A3256) was appointed Parliamentary Advisor. Captains Ken Halsall (#2315), Paul Hanley (#3275) and Don Moore (#1513) volunteered to serve on the Ballot Committee. The committee was sent to the U.S. post office to collect and count the ballots for this year's election of national officers.

CAMM's membership has remained steady during the last year. Associate and Honorary members are within the constitutional limits. The annual Sail-in to congress has not been held for the past two years due to COVID. It is expected that it will resume in 2023. The Sail-in is an opportunity for the maritime industry to educate congress about the importance of having a strong U.S. Merchant Marine, both for national security and the nation's economic well-being.

CAMM is being listened to on the National level. CAMM took a position on the recent interruption of sea year for cadets at the U.S. Merchant Marine Academy (USMMA) over concerns of sexual harassment. CAMM emphasized the importance of cadets being allowed to sail on commercial ships to enable them to properly obtain the needed sea time to become licensed (credentialed) officers. Concerns remain as shipping companies work with MARAD and USMMA to implement a program that will ensure the safety of cadets while aboard ships.

CAMM's President and Secretary Treasurer were invited to be speakers at the Nautical Institute's 50th Anniversary Conference. The conference was held in San Francisco on May 18-20 (see page 19 for a full report on the conference).

While our national membership numbers remain steady, our chapters struggle with attracting members to join local chapters and attend meetings. Some chapters have decided to have quarterly meetings as opposed to monthly meetings. They will endeavor to line up speakers for their meeting in the expectation that speakers will boost attendance.

Report on the Maritime Industry

Captain Don Marcus (#3110), president of the International Organization of Masters, Mates, and Pilots, gave an update on the state of the industry. COVID impact on deep sea shipping was minimal, though it did affect inland shipping and pilot work. He stated that overall, the industry is in good shape and the Jones Act has strong support in congress. Marty Walsh, the new Secretary of Labor, is provid-



*Current Sidelights Editor and Past-President
Captain RJ Klein*

ing positive movement to improve working conditions and labor relations in the maritime industry. Captain Marcus also noted the positive impact for the industry with the recent acknowledgements for our Merchant Mariners in WWII which has been spearheaded by the AMMV (American Merchant Marine Veterans).

The support for the NSMV (National Security Multi-Mission Vessels) program is gratifying commitment from the government. The first ship, the *MV Empire State*, will be delivered to SUNY Maritime Academy in early 2023. MARAD and the U.S. government have committed to building at least five NSMV Class ships. In addition, contracts have been signed for the construction of ten new Jones Act tankers to be built this summer.

There has been misinformation reported that the Jones Act is adversely affecting the supply chain when, in fact, Jones Act ships are helping with the supply chain issues. CAMM is in a good position to motivate and help the U.S. maritime industry by keeping its members and the public informed.



*Captain Joe Hartnett takes command of the Council of American
Master Mariners*



National Officer Reports

Secretary- Treasurer, Captain Augusta Roth reported that CAMM is currently financially solvent and within budget (see page 9). Anyone wishing detailed information about the budget and CAMM's finances please contact Captain Roth at captroth@mastermariner.org with your request.

Executive VP, Captain Joe Hartnett will be CAMM's next National President. Captain Hartnett reported on his work on behalf of CAMM and emphasized the importance of our involvement in the political arena. Living in the Baltimore/Washington DC area, Captain Hartnett is well positioned to offer CAMM's input on issues of concerns in the maritime industry.

Membership VP, Captain George Zeluff reported that we have taken in 53 new members since our last AGM. He reminded everyone that a membership form is in back of every *Sidelights* and proposed working with Captain Klein for more social media exposure. Captain Zeluff suggested that CAMM could mail out material to target organizations across the nation. He requested that all of us help market the organization. (See page 43 for additional information about CAMM membership).

Events VP, Captain Manny Arosemena

thanked Captain Joe O'Conner and Captain Chris Edyvean for their support and assistance in putting together this year's AGM. Speakers at the PDC were on point and informative.

Captain Frank Zabrocky (Positions VP) discussed the process by which Positions are created. He entertained suggestions on how to best move forward the key positions of CAMM and determined by the membership. Those present were in agreement that the best method would be to highlight our most important positions at the beginning of the Positions page on the website. After that, it is incumbent on members to direct those that may be able to help facilitate our positions to the positions page on the website (<http://www.mastermariner.org/positions.html>).

Captain Zabrocky lead the review of all current positions and views. Members voted to maintain all current positions.

The four positions of most concern to the council are:

1. Jones Act (2012-04)
2. Criminalization of Shipmasters (2004-01)
 - 2A. Seaman's Manslaughter Act (2007-06)
3. Support for PL480 - Food for Peace Program (2019-01)

Media VP, Captain RJ Klein reported on *Sidelights* and the CAMM website (see page 12 for the latest update). He asked that VPs and Chapter Presidents submit their reports in a near ready to publish format. Any articles submitted by



Secretary Treasurer Captain Augusta Roth

members should likewise be ready for publication. This will save time in editing when putting together the magazine. While articles of interest that appear on maritime websites and in other maritime publications may be of interest to our membership, we prefer to publish original articles. Please consult the Submissions Guidelines of the *Sidelights* section on our website (<http://www.mastermariner.org/sidelights-home.html>) for more details on how best to write and submit an article for publication.

Chapter Reports

Note: There were no chapter representatives present from New York Metro, Miami, San Francisco, or Portland.

Baltimore/Washington DC - Captain Hartnett reported that the chapter is working with the Project Liberty Ship to hold future meetings aboard the SS/ *John Brown*. The chapter meets regularly on the 2nd Tuesday of each month, October through June. The chapter endeavors to work to promote CAMM's mission, especially in Washington D.C.

Tampa Bay - Captain Arosemena reported that the Tampa Chapter has been averaging 15 attendees at their meetings. The chapter is working hard



CAMM's Membership Vice President, Captain George Zeluff delivers his report at the AGM

Continued next page >>>



Professional Development Conference

AGM >>> Continued from page 29

to increase their membership. The chapter meets regularly on the 2nd Tuesday of each month, October through June.

New Orleans - Captain Boyce reported that the chapter is struggling to remain active with minimal attendance at meetings. Their members are concerned that some companies are using the ISM (International Safety Management) code as a disciplinary tool against Masters when it should be used for the improvement of vessel safety and quality.

Houston - Captain McCright reports that he has been asking members to meet in conjunction with the Nautical Institute. This brings CAMM members together with others who share our interest in the maritime industry.

LA/Long Beach - Captain Zeluff reported that an average of ten members are attending chapter meetings. Captain Jessner, (Chapter President) continues to work to attract more members.

Seattle - Captain Moore reported that the Chapter meets the 2nd Thursday of each month with attendance averaging 13 to 15 members. The Chapter is working with the Tahoma Memorial Cemetery to add a Merchant Marine Pedestal so that mariners will be honored along with the armed services during ceremonies. The chapter continues to host the Bob MaGee Memorial Golf Tournament to raise funds for the Youth Maritime Training Association (YMTA). To date, CAMM Seattle has donated over \$100,000 to YMTA. Attendance at the meetings range from 10 to 15 each month with the exception of the February meeting honoring women in the maritime and the October meeting honoring the Seattle Pacific Northwest Maritime Person of the Year which have a much higher turnout.

A Common Thread:

The thread that connected all the chapter reports was the need to attract new younger members to the organization. CAMM must find a way to engage prospective new members via social media. Captain Roth suggested that we reach

out and interact with like-minded organization to make potential members aware of CAMM. Will Watson proposed that we put together a list of Masters

to be made available to media outlets like CNN that would speak on maritime issues from a Captain's perspective when shipping is in the news. He said that he may be able to help in this effort once a list of qualified speakers is established.

Election Results

The Ballot Committee submitted their findings as follows:

Running unopposed, elected and confirmed were:

<i>President</i>	<i>Captain Joe Hartnett</i>
<i>Executive VP</i>	<i>Captain RJ Klein</i>
<i>Secretary/Treasurer</i>	<i>Captain Augusta Roth</i>
<i>Gov' Liaison VP</i>	<i>Captain Jeff Cowan</i>
<i>Positions VP</i>	<i>Captain Frank Zabrocky</i>
<i>Media VP</i>	<i>Captain RJ Klein</i>
<i>Membership VP</i>	<i>Captain George Zeluff</i>
<i>Events VP</i>	<i>Captain Manny Arosemena</i>

The position of International Relations VP was the only contested position.

Captain Alexandra Hagerty received 43 votes and Captain Mike Jessner received 33 votes. When verifying that these members were "in good standing" as required by the By-Laws, the Secretary/Treasurer determined that neither Captain Hagerty or Jessner were currently in good standing as neither had paid their dues for 2022. (They have both since paid and are in good standing).



Position Vice President, Captain Frank Zabrocky leads the discussion on CAMM Positions at the AGM

With the By-Laws silent on how to resolve this issue, a discussion by the membership followed. It was determined that both nominees would be notified and that the Board of Governors (BoG) would meet after the AGM to resolve the issue. Captain Hagerty was temporarily appointed to the position until the BoG determined how to best handle the issue.

Update to the election. The BoG met via zoom on May 11th and agreed on a solution to the election issue which arose during the elections at 2022 AGM. The issue was that neither candidate was a member in good standing due to late dues payment for the year. The Constitution and By-Laws are silent on this issue. The BoG decided, that in fairness to both candidates, a special election would be held in 2023 for the position of International Relations Vice-President. Captains Hagerty and Jessner will be placed in nomination for this position. It was also decided that Captain Hartnett would serve as the interim International Relations VP.

Old Business

Strategic Plan

At the 2021 AGM it was proposed that CAMM should develop a five-year Strategic Plan. A Strategic Planning

and 2022 Annual General Meeting



Committee was formed. Captain Roth will chair said committee with Captains McCright and Zabrocky as members.

New Business

Captain Joe Hartnett officially took the con as CAMM's National President. He thanked the membership for putting their trust in him to lead the Council and stated that he will continue to build on the well laid keel that is the foundation of our organization. He will reach-out to the present committee chairs and request that they remain in place. Captain Hartnett intends to make CAMM more attractive to younger masters by making the organization more accessible using social media.

The lack of guidance on election anomalies emphasized the need to revisit our Constitution and By-Laws. Captain Zabrocky is currently the Committee Chair of the Constitution and By-Laws Committee and agreed to remain in that position. Captain Zabrocky will work with Captain Roth to determine what sections of the constitution and by-laws

need revisions and if there is a need for additional Articles. The committee will submit proposed changes to the BoG for consideration and, if needed, said changes will be on a ballot for the next AGM.

The last order of business was selecting the location of the next two AGMs. It was decided that the 2023 meeting will be held in Seattle. Captain Moore stated that Seattle Chapter members will be more than willing to work with Captain Arosemena in planning the event. The 2024 AGM will be in the Gulf region, and it was suggested that New Orleans could provide a favorable berthing location.



Above, members at the Annual General Meeting.

Right, Captain Don Moore delivers the Seattle Chapter report at the AGM



Keynote >>> Continued from page 31

ly, nor are there any courses on how to bring a person out of the water to the deck of a ship with a large freeboard.

The rescued crew members were suffering from physical injuries and hyperthermia. They were treated onboard and after the Green Lake docked in Honolulu, where they were given additional medical care. What did not show on the outside was the mental trauma suffered by the survivors and the rescuers.

Captain Boyce, his crew, and the rescued seaman were all deeply affected by what they experienced in the middle of the North Pacific Ocean. Captain Boyce related that there is no real guidance for how a Captain should handle genuine mental trauma. He stated that he was actually clueless when he attempted to help the rescued seaman deal with their mental anguish.

Seaman's Mental Health

The ordeal experienced by Captain Boyce during the rescue had a profound effect on his views concerning the mental health of seamen. He views seaman's mental health as a real concern and recognizes a need for better education and understanding of this issue. He stated that no shore leave, extended tours of duty, and COVID quarantine are taking a toll on seamen's mental health. This is a real concern that needs to be addressed by the industry. To that end, Captain Boyce has joined a committee specifically formed to address

mariner's mental health. Captain Boyce posed the question: What does a Captain do when one of his crew is faced with a mental crisis? Are there any guidelines or advice available? What resources can he consult to help him? Captain Boyce believes that adding a training module at the academies and maritime training schools would be a good place to start.

Lessons Learned

- Persistence and determination will eventually payoff even in the worst conditions if you do not give up.
- Better narrow-beam search lights should be required on the bridge wings, bow, and stern.
- A retrieval system to recover a person from the water other than the pilot ladder. It should include a dedicated harness and winch
- A network of free counselors should be made available to the seamen when needed.
- A training module for mental health and suicide prevention at sea.
-

The entire address by Captain Boyce is worth watching and can be viewed at:

<https://www.maritimetv.com/Events/2022-Camm-dinner/VideoId/4672/2022-camm-development-conference-lalonde-award-keynote-speaker-captain-wm-boyce>

Secretary General's Report

Compiled from Commodore Scorer's reports in IFSMA Newsletters (April, May, June, July- 2022)



*Commodore
Jim Scorer*

February 2022 was dominated by the invasion of Ukraine by Russia which brought far reaching ramifications for the world. Every day we get more uncomfortable news of the indiscriminate damage

being caused by the Russian armed forces and the huge impact it is having on the Ukrainian population. Our thoughts are with them all. Spare a thought for all at the Marine Transport Workers' Trade Union of Ukraine who are working closely with members of the Maritime Industry Ukraine Task Force to assist repatriation of Ukraine Seafaring families to countries of safety, and I would like to thank all those who have offered to help.

This effort is being coordinated by the International Chamber of Shipping (ICS) and INTERMANAGER, so if any Association would wish to assist with offers of accommodation, please contact us at the HQ and we will put you in touch. Once again, the ICS is coordinating the efforts of all the maritime NGOs, and we hold twice weekly meetings to discuss issues and keep ourselves updated. ICS is being used as the conduit into the IMO and ILO, so if you have any information that you need or want to offer, please come through us at the HQ and I can ensure you are put in touch with the right point of contact.

Let us not forget the innocent seafarers who are caught up in this as currently there are 84 merchant vessels stuck in Ukraine ports and nearly all are fully

crewed. They are running short of supplies, and once again the ICS is working with the IMO/ILO and aid agencies to try and get supplies through where they can and also to repatriate crews if possible. The ICS have put out the message to all of the owners of those ships known to be in Ukraine to get in touch with them as theirs is the only route by which help can be given. The aid agencies and IMO/ILO will only do this through the ICS to ensure proper vetting and to avoid confusion.

The Secretariat has been heavily involved at the IMO at the Maritime Safety Committee (MSC) which ran for eight days in April. Much time was spent discussing the war in Ukraine. The Committee condemned the actions of the Russian Federation and produced an MSC Resolution to that effect.

IFSMA will be asking for assistance soon for people with recent knowledge from sea and STCW which will soon be subject to a comprehensive review by IMO. I expect that initially an examination will be undertaken to decide what sections need rewriting and in what order.

The issue of fatigue has come resurfaced, thanks to a study undertaken by the World Maritime University in which IFSMA was directly involved. At last, we have managed to get some nations and organizations interested. France, Spain, ITF and IFSMA sponsored a paper to take this forward and it will be discussed in the Committee when it next meets in November. This is indeed encouraging. MASS (Maritime Autonomous Surface Ships) was discussed, and it was agreed that IMO will start work on a code for the regulation of MASS. Because of the complexity of this issue it was agreed by the Member States that it would initially be for cargo ships and at a later date for passenger ships. The Code will start as guidelines for the industry before

becoming mandatory in the future as it matures. IFSMA has always argued that this should be for All Ships – same as for the COLREGS – but lost the argument despite being supported by some of the larger seafaring nations. We will continue to take this forward, and we currently are very well represented by members in this area. There will be a Joint Working Group from all areas of the IMO to coordinate this work which IFSMA will attend.

We remain concerned about the safety of pilots getting on and off ships and that there are too many accidents involving the incorrect use of Pilot Ladders. A proposal has been made to review this issue and will be discussed at the next MSC.

During June there were three weeks of IMO Virtual meetings of the Marine Environment and Protection Committee and the Navigation, Communications and Search and Rescue Sub-Committee. Whilst these meetings are now a hybrid variety where face-to-face contact is starting to happen again at the IMO, the meeting itself is still virtual with us all participating on our own computers.

Throughout July, IMO tried a new hybrid system which will permit us to have a normal meeting at the IMO. It will allow those unable to attend to join virtually on a large screen and take part as normal. If it is as successful as expected, it will be brought into operation in September. This would allow full daytime meetings and then start dealing with some real International Work.

We also were able to hold a virtual IFSMA Executive Council Meeting where it was decided to give the approval to a new Shipmasters' Legal Protection Insurance Scheme, exclusive to IFSMA Members, which we have been working on with a broker and an underwriter based

Continued page 38 >>>

Containers Lost at Sea

News Release: World Shipping Council Report 2022 Update

It was announced simultaneously in Washington, Brussels and Singapore on 22 June that the previous year, 2021, international liner carriers' onshore staff and crews managed 6,300 ships, successfully delivering vital supplies worth \$7 trillion to the people of the world, in approximately 241 million containers.

The World Shipping Council (WSC) Containers Lost at Sea Report covering 2020-2021 shows that containers lost overboard represent less than one thousandth of 1% (0.001%). However, the past two years have seen a worrying break in the downward trend for losses since the start of the survey. During the last two years, the average number of containers lost at sea per year increased by 18%. From a liner shipping industry perspective, every container overboard is one too many, and every day carriers work with the other parties in the supply chain to enhance safety.

But even with proper packing of the cargo into the container, correct container weight, and proper stowage and securing aboard ship, several factors ranging from severe weather and rough seas to more catastrophic and rare events such as ship groundings, structural failures, and collisions can result in containers being lost at sea.

Taking action to improve safety

Triggered by these events, maritime actors across the supply chain have initiated the MARIN Top Tier project (<https://www.marin.nl/en/jips/top-tier>) to enhance container safety, with WSC and member lines among the founding partners. This project will run over three years and will use scientific analyses, studies, and desktop presentations as well as real-life measurements and data collection to develop and publish specific, actionable recommendations to reduce the risk of containers lost overboard.

Initial results from the study show

that parametric rolling in following seas is especially hazardous for container vessels, a phenomenon that is not well known and can develop unexpectedly with severe consequences. To help in preventing further incidents, a Notice to Mariners has been developed describing how container vessel crew and operational staff

can plan, recognize and act to prevent parametric rolling in following seas. Many more topics, tests and measurements will be undertaken by the project, which will continue reporting on progress and sharing insights on a regular basis through the IMO and other forums.

John Butler, President & CEO of WSC commented, "container vessels are designed to transport containers safely and carriers operate with tight safety procedures, but when we see numbers going the wrong way, we need to make every effort to find out why and further increase safety.

Liner shipping industry's goal remains



The winter of 2020-21 saw an unusually high number of weather-related incidents. The average losses for the two-year period 2020-2021 were 3,113 compared to 799 in the previous period.

PHOTO BY HANS-JURGEN HAMANN, LICENSED UNDER THE CREATIVE COMMONS ATTRIBUTION-SHARE ALIKE 4.0 INTERNATIONAL LICENSE.

to keep the loss of containers as close to zero as possible. We will continue to explore and implement measures to make that happen and welcome continued cooperation from governments and other stakeholders to accomplish this goal."

In addition to the MARIN TopTier project, WSC and member companies have actively contributed to and supported revision of the IMO's guidelines for the inspection programs for cargo transport units. WSC also supports the creation of a mandatory reporting framework for all containers lost at sea – an issue that will be on IMO's agenda in September (CCC 8), it is understood.

Annual updates for improved data

Correct data plays an important part in the work to enhance container safety. The Containers Lost at Sea Report has until now been updated every three years. However, the unusually high number of incidents in the winter of 2020-21 caused great concern, so WSC has decided to increase the frequency of its Containers Lost at Sea report. Hence, this update covers 2020-2021, and in the future a survey of members will be carried out each year. To download a copy of Containers Lost at Sea – 2022 Update readers are invited to see more at <https://tinyurl.com/35rcnd38>

What Is a Cutty Sark and Who Is Nannie?



International
Transport Workers
Federation

A new 'Nannie' figurehead was installed on the famous tea clipper ship, Cutty Sark at the Royal Museums Greenwich. In the perilous life of a ship at sea, figureheads were seen as lucky charms: they represented the spirit of the ship, protecting the crew

from harsh seas and helping to guide them safely home. Cutty Sark's original figurehead, created by the legendary ship's carver Frederick Hellyer, was damaged in a storm in the late 19th century. A new figurehead was installed in 1957 but this figurehead has suffered environmental damage. In 2019 it was decided to commission a new figurehead, aiming to reflect the beauty of the original ship designs and celebrate the art of ship's carving. The figurehead was installed in late June 2021.

One of the most recognizable parts of Cutty Sark is the figurehead, 'Nannie.' Anyone who passes by the ship can see her angry stare and a horse's tail hang-



Nannie the witch, dressed in her cutty-sark, grabs the tail of Tam O'Shanter's horse Meg in Robert Burns' poem Tam O'Shanter (written 1790).

PUBLIC DOMAIN. FROM JOHN FAED RSA, 1855, ROYAL ASSOCIATION FOR THE PROMOTION OF THE FINE ARTS IN SCOTLAND.

ing from her hand. The name 'Nannie' comes from the poem Tam O'Shanter by Robert Burns. The poem was the inspiration for the name of the ship (Cutty Sark) and its figurehead.

The poem tells the story of Tam the farmer, who encounters a group of witches in Alloway Kirk – including the beautiful witch Nannie. Nannie is scantily

clad, dressed only in a 'cutty sark' - an archaic Scottish name for a short nightdress. In the poem, the witches chase Tam after he calls out to them during a dance. He attempts to escape on his horse Meg. Just as he reaches safety, Nannie grabs the tail of his horse and pulls it clean off. Thus, Cutty Sark's figurehead is holding a horse's tail.

Commodore >>> Continued from page 36

at Lloyd's of London for several years. This hard work has now reached fruition and I will be publishing this to our eligible members who have access to UK insurance schemes. at the end of this month.

Also keep in mind that the Covid Pandemic is far from over and many of our seafarers are again stuck at sea because of reduction of crew changes as various nations continue the policy of total lock-

downs. Please let me know if you have any issues on this front as we NGOs remain in touch and hold a meeting every two weeks to discuss any issues. More urgent issues can be taken forward at any time.

We at HQ continue to support you wherever you are and will try to keep you in touch with key events as they unfold, so please keep in contact with us and remember that our business at the IMO contin-

ues alongside all the events taking place in the world. Make sure you monitor what is going on through our Briefs and Reports on our website and Facebook page.

Fair winds and following seas,

Commodore Jim Scorer



Enforcing the Framework for the Maritime Autonomous Surface Ships

IMO aims to integrate new and advancing technologies in its regulatory framework - balancing the benefits derived from new and advancing technologies against safety and security concerns, the impact on the environment

and on international trade facilitation, the potential costs to the industry, and their impact on personnel, both on board and ashore. IMO wants to ensure that the regulatory framework for Maritime Autonomous Surface Ships (MASS) keeps pace with technological developments that are rapidly evolving.

A few Autonomous and remote-controlled ships are being trialed in some sea areas. Most predictions are that autonomous or semi-autonomous operation would be limited to short voyages, for example from one specific port to another, across a short distance.

IMO has recently completed a regulatory scoping exercise on Maritime Autonomous Surface Ships (MASS) that was designed to assess existing IMO instruments to see how they might apply to ships with varying degrees of automation. The regulatory scoping exercise (RSE) for safety treaties was finalized at the 103rd Session of the Maritime Safety Committee (MSC) in May 2021, and for treaties under the purview of the Legal Committee, in July 2021.

Developing a MASS Code

The Maritime Safety Committee's 105th session in April 2022 commenced



Autonomous cargo ship.

PHOTO COURTESY ROLLS ROYCE

work on the development of a goal-based instrument regulating the operation of Maritime Autonomous Surface Ships (MASS). The MSC approved a road map containing a work plan for the development of IMO instruments for MASS. The road map envisages the development of a goal-based instrument in the form of a non-mandatory Code, with a view to adoption in the second half of 2024 as the first stage. Based on the experience gained in the application of the non-mandatory MASS Code, a mandatory MASS Code will be developed which is envisaged to enter into force on 1 January 2028.

The MASS Correspondence Group was re-established to consider key principles and commence the development of a non-mandatory goal-based MASS Code. The Group was instructed to:

- consider key principles and common understanding of the purpose and objectives for the new instrument
- commence the development of a non-mandatory goal-based MASS Code
- consider the common potential gaps and/or themes identified during the Regulatory Scoping Exercise (RSE) (MSC.1/Circ.1638, section 5), focusing on the high priority items

- if time permits, develop MSC MASS positions on a number of points, for submission to future meetings of the Joint MSC/LEG/FAL Working Group, including whether to amend the definition for MASS and degrees of autonomy (including the respective definition); meaning of the terms master, crew or responsible person; remote control station/centre; and determination of the remote operator as a seafarer, and advise on a way forward in addressing them
 - limit the development of the non-mandatory MASS Code to cargo ships with a view to considering the feasibility for application to passenger ships at a future stage, and
 - submit a written report to MSC 107 (spring 2023), with a verbal status report at MSC 106.
- The MSC concurred with the Legal Committee on the establishment of a Joint MSC/LEG/FAL Working Group as a cross-cutting mechanism to address common issues identified by the regulatory scoping exercises for the use of MASS conducted by each of the three Committees.

Continued page 41 >>>



Lowering Containership Emissions through Just in Time Arrivals



Ships awaiting berth off Los Angeles/Long Beach January 2021. Just-in-time arrivals will help eliminate anchorage congestion, while reducing ship's carbon emissions.

PHOTO COURTESY MARINE EXCHANGE OF SOUTHERN CALIFORNIA

Just In Time (JIT) arrivals allow ships to optimise speed during their voyage to arrive in port when berth, fairway and nautical services are available. Containerships can reduce fuel consumption and resulting carbon dioxide emissions by 14% on a per voyage basis using JIT arrival, according to a new study, commissioned by the IMO-Norway GreenVoyage2050's Global Industry Alliance to Support Low Carbon Shipping (Low Carbon GIA).

JIT is an important tool that can contribute to a ship attaining its required carbon intensity indicator (CII) and associated CII rating in accordance with IMO's short-term GHG reduction measure, which will enter into force later this year. JIT can be taken up, together with other operational measures, in the enhanced Ship Energy Efficiency Management Plan (SEEMP) which will play a central role in the implementation of IMO's recent energy efficiency measures.

The latest study, undertaken by Marine Traffic and Energy and Environmental

Research Associates (EERA), explores the global implementation of JIT in the container sector. Using AIS data from the calendar year 2019 (pre-pandemic), the impact of JIT on fuel consumption and emissions was assessed by optimizing all voyages in three scenarios:

1. Over the entire voyage
2. Over the last 24 hrs
3. Over the last 12 hrs

The results show that while optimizing speed over the entire duration of a voyage offers the greatest saving opportunity (displaying a mean fuel saving per voyage of 14.16%), there were benefits in all scenarios with savings of 5.90% (24 hrs scenario) and 4.23% (12 hrs scenario), respectively. This indicates that implementing JIT over the last 12 hours of a voyage can already greatly contribute to fuels and emissions savings. Captain Andreas M. van der Wurff, Port Optimization Manager at A.P. Moller-Maersk and Chair of the Low Carbon GIA Ship-Port Interface workstream stated.

In fighting climate change, global ship-

ping has a steep mountain to climb, and we need to pull all levers to deliver in line with the Paris Agreement. The study underlines that while we work to accelerate and scale the availability of the future green fuels, in the short-term significant emissions reductions can be achieved by bringing vessels, terminals and ports together to exchange standardized data and facilitate Just In Time arrivals.

The Low Carbon GIA is a public-private partnership with the aim to develop innovative solutions to address common barriers to decarbonizing the shipping sector. It has been actively exploring the concept of JIT through various research projects and several industry stakeholder roundtables. In 2020, it published the Just in Time Arrival Guide – Potential Barriers and Solutions, providing guidance to stakeholders towards the implementation of JIT Arrivals.

Signing of Initiative to Allow Shipments of Commodities Via Black Sea Welcomed

In July, IMO Secretary-General Kitack Lim welcomed the signing of an initiative to establish a humanitarian maritime corridor to allow ships to export critical cargoes of grain, foodstuffs and other essential commodities from Ukraine. The initiative was signed in Istanbul, Türkiye after several weeks of talks and IMO participated as part of the UN delegation. At the signing ceremony, Mr. Lim stated:

I am very pleased that all parties have reached agreement on the way forward for ships to safely transport much-needed grain and other commodities through the Black Sea. This agreement would not have been possible without the spirit of cooperation by the countries involved and the leadership shown

by UN Secretary General

António Guterres in proposing this initiative. ... I commend the efforts of all involved, particularly the IMO Member States - Russian Federation, Türkiye and Ukraine.

The IMO Council, at its 35th Extraordinary Session in March, requested the IMO Secretary-General to collaborate with relevant parties to initiate the establishment and support the implementation of a blue safe maritime corridor in the Black Sea and the Sea of Azov.

At the signing, UN Secretary General António Guterres said: *Let there be no doubt – this is an agreement for the world. It will bring*

relief for developing countries on the edge of bankruptcy and the most vulnerable people on the edge of famine. And it will help stabilize global food prices which were already at record levels even before the war – a true nightmare for developing countries. Specifically, the initiative we just signed opens a path for significant volumes of commercial food exports from three key Ukrainian ports in the Black Sea – Odesa, Chernomorsk and Yuzhny. The shipment of grain and food stocks into world markets will help bridge the global food supply gap and reduce pressure on high prices.



Autonomous >>> Continued from page 39

The FAL Committee considered the establishment of such Joint Working Group in May 2022 and is expected to concur for the holding of the first meeting from 6 to 8 September 2022, subject to the approval by the IMO Council (C 127) in July 2022. This work follows the completion of a regulatory scoping exercise for the operation of MASS.

What did the regulatory scoping exercise look at?

The exercise involved assessing a substantial number of IMO treaty instruments under the remit of the MSC and identifying provisions which applied to MASS and prevented MASS operations; or applied to MASS and do not prevent MASS operations and require no actions; or applied to MASS and do not prevent MASS operations but may need to be amended or clarified, and/or may contain gaps; or have no

application to MASS operations.

The outcome highlights a number of high-priority issues, cutting across several instruments, that would need to be addressed at a policy level to determine future work. These involve the development of MASS terminology and definitions, including an internationally agreed definition of MASS and clarifying the meaning of the term “master”, “crew” or “responsible person”, particularly in Degrees Three (remotely controlled ship) and Four (fully autonomous ship). Other key issues include addressing the functional and operational requirements of the remote-control station/center and the possible designation of a remote operator as seafarer.

Common potential gaps and themes identified across several safety treaties related to provisions containing manual operations and alarms on the bridge; provisions related to actions by person-

nel (such as firefighting, cargoes stowage and securing and maintenance); watchkeeping; implications for search and rescue; and information required to be on board for safe operation.

The Committee noted that the best way forward to address MASS in the IMO regulatory framework could, preferably, be in a holistic manner through the development of a goal-based MASS instrument. Such an instrument could take the form of a “MASS Code,” with goal(s), functional requirements and corresponding regulations, suitable for all four degrees of autonomy, and addressing the various gaps and themes identified by the RSE. MSC 104 agreed to development of a goal-based instrument for MASS, with a target completion year 2025. You can read the outcome of the RSE on the IMO website (<https://www.imo.org> – media center/hot topics).



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



Captain Joe Hartnett, CAMM President, at the CAMM PDC-AMG in Great Lakes, IL 2022



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



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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.



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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
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Phone	Land: _____ Cell: _____	Office: _____ Cell: _____

Present Occupation:

- ☐ At Sea: Position: _____ Vessel: _____ Company: _____
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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.

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- ☐ (RU) Unlimited Master Mariner License and commanded vessels over 5,000 GRT on voyages.
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- ☐ (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 \$120 check (\$100 annual dues + \$20 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.

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