



SeaPacNeWletter

JULY 2021



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Captain RJ Klein

National President

CHAPTER MEETINGS:

Date & Location tbd later in 2021!

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We're Back!



CAMM Seattle PNW Chapter members get together for their first Chapter meeting since February 2020!

This meeting, on July 15, 2021, was held at Chapter President, Captain R.J. Klein's residence in Bellevue.

From left to right: Captain Doug Subcleff, Captain Tuuli Messer-Bookman, Captain Kevin Coulombe, Captain Bill Bundren, Captain Donald Moore, Captain Chuck Lund, Captain Jim Herron, Captain R.J. Klein.

A special Thanks to Captain R.J. and Mrs Lyn Klein, who graciously allowed our presence in their beautiful home for our luncheon meeting.

July 15, 2021 Meeting Notes: Pre-Agenda discussion was primarily about the USCG license examination process over the years, including shared memories of essay versus multiple choice questions. Also recalled was Kildall's school in Seattle and their license exam prep classes.

Mates' workload survey: Captain Coulombe is assisting the USCG with this.

Captain Tuuli Messer-Bookman's workload: Tuuli recently took on Secretary's role for the West Coast division of the Nautical Institute, in addition to her teaching at MITAGS Seattle.

Chapter Treasurer Don Moore: reported \$3,352 in Chapter account. We still have 4 members with Dues in Arrears. Discussion on future meeting locations— suggestion to consider yacht clubs and golf courses as possible venues. Jerry Sawyer advocates anyplace near Auburn! Don also led discussion about Seattle Chapter making a \$100 donation to the Purple Heart golf event scheduled Aug 28th at American Lake veterans golf course in Lakewood. All voted Yes.

Nautical Institute annual meeting: Discussion about possibility for CAMM to participate in their next annual meeting. Theme will be: "The Future of the American Merchant Mariner."

CAMM Seattle's 13th Annual Bob Magee Memorial Golf: Captain Klein reported the website link for sign-up is now online. Date of tournament is Thursday, September 2, 2021.

CAMM SIDELIGHTS discussion: Recommendation made to ensure that maritime training places such as MITAGS and MITAGS West are on the mailing list.

CAMM Essay Contest: Suggested as a tactic to raise awareness on maritime topics and also of CAMM as an organization. Open to public, with emphasis on working mates and cadets. Further consideration needed for topics/judging/prizes, etc., but definitely a great idea!

NEXT MEETING: Location and date to be determined later. Captain Moore will continue to look for a suitable venue that it is accessible to most of our members.... not an easy task— Good Luck Don!

Thanks R.J. and Lyn for hosting this July 15th meeting at your beautiful home!



MARITIME TRAINING and Lessons Learned — the Value of EXPERIENCE!

The maritime profession is, without a doubt, a very challenging one. In fact, the seafaring job can be often found in the top ten of the world's most dangerous professions. It takes a certain type of individual to not just survive, but to succeed and advance through the ranks. Those who have sailed, understand this concept, and also appreciate the fact that this profession is one that requires a lot of training, training that begins with the entry level skills criteria. Once employed, the training requirements continue, often even into one's "vacation time" in order to maintain regulatory certifications and company requirements.

There are also those "lessons learned" along the way, whether they be lessons that were shared by someone else, or those real-life situations that proved to be quite the learning experience for the individual involved. And, hopefully, these "lessons" are without major consequences, for those are the ones that can ruin a career or otherwise negatively impact lives, ships, cargo, and/or the environment.

One of the better educational opportunities is the "Near-Miss", otherwise known as the accident that didn't happen. There are some shipping companies that do a great job of utilizing the lessons learned from Near Misses in their Safety Programs. This begins with nurturing a shipboard environment that encourages the reporting of a near miss, without the fear of recrimination for doing so. Just how the near miss is analyzed and dealt with is also an important procedural process that requires all the stakeholders (Ship's officers, crew, Home Office) buy-in and cooperation in order to come away with an agreed upon conclusion on the cause of the near miss and the course of action for accident prevention.

Which brings us to the Mass Maritime training ship, *T.S. KENNEDY*, with Texas A&M cadets onboard, which apparently had a near miss situation during their summer cruise. Check this statement from Colonel Michael Fossum, Chief Operating Officer for the Galveston campus:

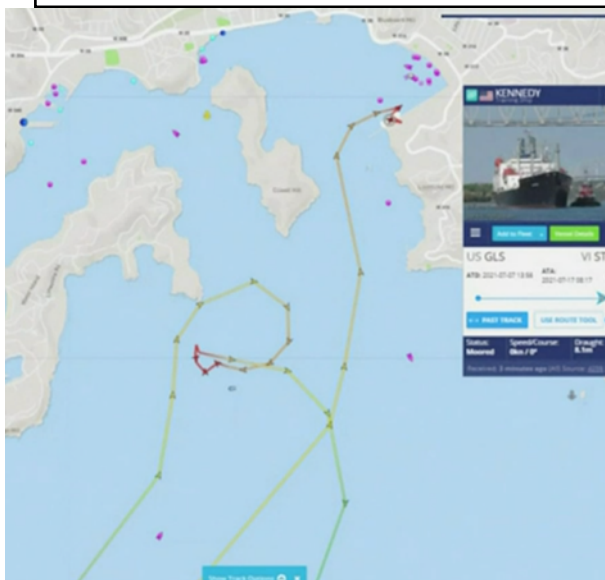
Underway Update - St. Thomas - July 22, 2021

Howdy all,

While maneuvering in the St. Thomas anchorage on July 15, the TS Kennedy had an irregular close approach with Spratt Point. The ship maneuvered along the 15-fathom curve and at no point made contact. We initiated an internal near miss review within hours of the event in accordance with our published Safety Management System (SMS). I have asked for this review to be completed before we complete the journey back to Galveston on July 31 so we can capture all potential lessons learned for the benefit of all. Preliminarily, we believe this to be an isolated set of circumstances unlikely to be repeated. I continue to have full confidence in the crew and command.

I want to thank you all for your continued support of our mission and program. I also want to thank you for your patience while we gathered details over the past few days in order to share with you. Please feel free to reach out to me directly with any concerns you may have.

Col. Michael E. Fossum



Hopefully, the Near Miss review process will result in the desired results expressed above.

In these days of video phones and social media, it did not take long for this story to go viral. For a youtube Boston TV news look at the near miss: <https://www.youtube.com/watch?v=OoyODRkAG6g>



Mass Maritime's Training Ship TS KENNEDY built 1966 540 feet previously the *Velma Lykes*



Our **“What If You were the Captain?” series** continues this month with the recent fire and loss of the containership **X-PRESS PEARL**. This Singapore-flagged, 2756 TEU ship, only 3 months old, was on the way from Jebel Ali (May 10, 2021), bound for Hamad, Qatar (May 11), when a leaky container was first discovered. The leaking nitric acid was reported by the Russian skipper, Captain Tyutkalo Vitaly to the ship’s agent and request made to offload the container on arrival. That request was denied and later denied at the next port of Hazira, India (May 15). The reported reasons for these denials included limited personnel in port due to Ramadan and concern about inability of the port to safely handle the leaking container. The rate of nitric acid leaking from the container was reported at 0.5 liters per hour. The captain continued to send reports to the agent that included the need to discharge this container at the next port: Colombo, Sri Lanka. On the 19th of May, the ship anchored off the port of Colombo to await berthing instructions. On the 20th of May, smoke was discovered emanating from a container stowed on deck, forward, the ship’s crew reportedly put it out. On 25th of May, a large explosion took place, followed by a fire that burned that eventually engulfed the entire ship. The crew of 25 was safely evacuated. Efforts to tow the stricken ship further out to deeper water were unsuccessful, and on June 2nd, the ship settled on the bottom. On the 14th of June, Captain Vitaly was arrested, later released on bail, but must remain in Sri Lanka... to await charges that may include violation of the Marine Pollution Act.



Photo by Isuruheiti off Colombo, Sri Lanka



What began as wisps of smoke as seen on the left, evolved into a much larger fire that left a mangled ship and resultant pollution.



Needless to say, there is a lot of speculation about this ongoing, recent marine casualty. And there are plenty of comments on the maritime forum blogs..... check this one out: [“So how is the master responsible for the leaking container and subsequent fire and pollution? Two ports refused to allow actions that would have prevented the fire breaking out off Sri Lanka. Why are the relevant decision-makers in Port Hamad and Port Hazira \(let's have their names\) not being prosecuted? Come to that, why isn't the shipper of that container in the firing line? A ship's master is such an easy target. Prosecution satisfies the affected country's desire for revenge. Politically, it satisfies the need to do something, however unjust and irrational, and so placate an understandably angry population. At least Capt Tyutkalo has been released on bail. He's lucky not to be in a cell.”](#)

So, let’s think about the Master’s role, back to that May 10th to May 19th time frame, before the fire. His request to get the leaking container taken off the vessel was refused by ports in Qatar and India. Could he have done more to get this done? And note that this small containership had its own cranes.... Could that leaking container been jettisoned at sea? Was that possibility considered by the Captain and Chief Mate after leaving Hazira?.... And, what about the possibility of spraying water to cool off the container in question— or was a risk of a fire/explosion not ascertained?

Once again, our “what if” scenario cannot be objectively managed without more facts..... Facts that may or may not come out in investigative process being conducted in Sri Lanka. This photo of Captain Tyutkalo Vitaly was taken on June 14th as he and his lawyers were going to the courthouse. He was released on bail, told not to leave the country. Meanwhile, Sri Lanka continues to deal with the environmental problems, including dead sea turtles and thousands of plastic pellets, otherwise known as “nurdles”....

We will continue to follow this story. Hopefully, there will not only be lessons learned, but also changes made to prevent what looks like an avoidable casualty from happening again. For an interesting opinion on all of this, read Deshai Botheju’s article at this link:



CHARITY GOLF EVENTS THIS SUMMER!

FIRST up is the North Kitsap & Kingston HS Alumni Scholarship Golf Tournament that will be on **Friday, August 27th in Kingston.**

If you want to sign up as a golfer or just send in a donation, refer to this information

And, Thanks to Captain Denny Stensager for reminding us about this event!

Next is the **Purple Heart Foundation** golf tournament held at the American Lake Veterans Golf Course in Lakewood, WA. on **Saturday, August 28th from 8 am to 4 pm.** The address is: 9600 VETERANS DRIVE LAKEWOOD, Lakewood, WA.

For more information, contact Captain Donald Moore at: dmoorej84@comcast.net or via phone at: 425-775-2331



17th Annual
North Kitsap & Kingston High School
Alumni Scholarship Golf Tournament

Proceeds go to scholarships for North Kitsap & Kingston High School graduates

Four-Person Scramble
Open to the Public
Includes 18 holes of golf, cart, driving range and dinner

Friday – August 27, 2021
1:00 pm
\$125.00 per person
White Horse Golf Course
22795 Three Lions Pl. NE Kingston, WA

CHECK IN 11:00 AM

11:30 AM PUTTING CONTEST & SPLASH FOR CASH

SHOTGUN START 1:00 PM

Cash Prizes for: Raffle Closest to Pin – Longest Drive – Straightest Drive
Hole-In-One Contest Mulligans available
For Additional Information:
Lou Lawrence 360-271-2884 Don Hamilton 360-509-5317 Sherry White 360-710-0565
Karl Myhre 425-327-5028 Jay Cleveland 360-271-2218 Kelley Walters 206-200-4704
Denny Stensager 206-669-6324 Jill Ingalls 360-434-1843 Merrilee George 425-765-9149

*****CUT HERE*****

PLEASE PRE-PAY BY AUGUST 1st - TO ENSURE A SPOT!		Amount
Name #1	Email	
Name #2	Email	
Name #3	Email	
Name #4	Email	
<u>Dinner Only: \$40.00 per person</u>		
<u>I would like to Sponsor a Tee Box for \$200.00</u>		
<u>I would like to Sponsor a Hole for \$200.00</u>		
<u>I would like to Sponsor a Beverage Cart for \$300.00</u>		
<u>I would like to Sponsor the Driving Range for \$300.00</u>		
<u>I would like to donate to Scholarships</u>		
<u>Your email or phone #:</u>		
		TOTAL:

Make checks payable to: **NK Alumni Golf Scholarship Fund** for the amount of: \$
Mail to: Merrilee George 2644—171st Ave. SE Bellevue, WA 98008
NKAlumniScholarshipFund@gmail.com



Finally, there is our 13th Annual Bob Magee Memorial charity golf event for YMTA:

Thursday, September 2, 2021. This is the CAMM Seattle PNW Chapter's major fund-raising event of the year to raise money for Youth Maritime Training Activities. CAMM Seattle PNW Chapter is pleased to announce this year's event will be a real, in-person, non-Zoomed, Golf Tournament! After a year off, it is time to play some GOLF and raise money for Puget Sound Maritime's Youth Maritime Training Activities.

THIS IS YOUR OPPORTUNITY TO PARTICIPATE IN SOMETHING THAT IS REALLY NEEDED THIS DAYS: FINANCIAL SUPPORT FOR YOUTH MARITIME TRAINING.

You can be a Golfer, a Sponsor, a Volunteer, or even just send in a check as financial support to this great cause. Here is the link to this year's event at Mt Si Golf Course on **Thursday, September 2, 2021**

<https://www.planmygolfevent.com/36142-BobMageeMemorialGolf2021>



In lieu of CAMM Seattle Executive meeting notes, here are recent Maritime News updates from Chapter VP Captain Chuck Lund:

MARAD contract awarded to CROWLEY: a multi-year \$638 million Vessel Acquisitions Management contract to assist MARAD in acquiring and managing vessels for the Ready Reserve Force (RRF)... using a new, proprietary IT system to perform data analysis of lifecycle of vessels and oversee any re-flagging, etc.

Marine Officer shortage forecast: BIMCO and Int'l Chamber of Shipping predicts by 2026, there will be a need for nearly 90,000 officers to operate the world's merchant fleet. The recent pandemic has had a negative impact on the attractiveness of a seagoing career. More emphasis on recruiting and training needed.

CAMM Seattle Events Calendar 2021

Seattle Chapter meeting
August ???, 2021
Time and date tbd

**CAMM / YMTA
Bob Magee 13th Annual
Golf Tournament**
Thursday, Sept 2, 2021
Mt Si Golf Course

GLOBAL VACCINATIONS OF SEAFARERS GOING AT SLOW RATE:

The International Chamber of Shipping estimates only 35,000-40,000 seafarers -- or just 2.5% of the global pool -- are vaccinated. However, more than 23,000 seafarers had been jabbed in the U.S. with the help of various charities, and China's Cosco Shipping Holdings Co. said last month that all seafarers who are onshore and are fit for vaccinations have been inoculated. India has kicked off inoculation programs for its more than 200,000 seafarers, but Poulsson and ship managers, including Wilhelmsen Ship Management, say the drive needs momentum. As of May, roughly 14% of India's seafarers had received a single dose of the vaccine, and 1% had received both doses, according to the Hindu Business Line, citing an industry estimate. Many seafarers are having trouble procuring their second dose of vaccines since that is often left to the discretion of local clinics, according to Chirag Bahri, director of regions at International Seafarers' Welfare and Assistance Network in India. "The government's put something on paper to say they've made seafarers essential workers, but they are not being prioritized for vaccinations," Bahri said. "Without a second dose, they really can't get on a ship." About 99% of Filipino seafarers are unvaccinated, said Gerardo Borromeo, the Manila-based vice chair of the ICS, who estimates it will take a year to inoculate them all. That's bad news for the shipping industry -- the Philippines supplies some 460,000 seafarers, or 25% of the global maritime work force, according to the government. And until more seafarers from all over the world are vaccinated, infections will continue to spike.

WASHINGTON STATE FERRIES HAS A JOB OPENING FOR DIRECTOR OF MARINE OPERATIONS!

WSDOT is currently seeking an experienced industry professional to serve as the Director of Marine Operations for the Washington State Ferries (WSF) Division. As a member of the WSF Executive Leadership Team, this position is responsible to provide strategic direction, leadership, and oversight for all operational elements of the business. The Director of Marine Operations also has significant decision-making responsibility and influence over policy, personnel, and budgetary matters as related to long-term operational aspects of WSF.

What to Expect

Among the varied range of responsibilities held within this role, the Director of Marine Operations will:

- Define, implement, and monitor the performance of Washington State Ferries' daily operations activities across 20 terminals and 21 vessels, with an emphasis on safety, workforce development, reliability, and customer service.
- Ensure agency compliance with all regulatory requirements, including Safety Management Systems, U.S. Coast Guard regulations, Revised Code of Washington, and other laws and best practices.
- Engage in long-term strategic planning, budget development, capital planning, and other activities that prioritize safe, sustainable, and reliable service and promote the overall health of the organization.

BREAKING NEWS: Suspected "suicide drone" attack on Liberian-flagged tanker *MS Mercer Street* off the coast of Oman. Two crew (Romanian and British) were killed by the explosion from the unmanned aerial vehicle (UAV) **Thursday, July 30th**. London-based (and Israeli-owned) Zodiac Maritime, manages the Japanese owned tanker which was empty, bound for Fujirah. The attack is thought to be part of an ongoing maritime conflict between Israel and Iran.

U.S. Navy ships, aircraft carrier USS Ronald Reagan and Guided Missile Destroyer USS Mitscher responded to distress call and escorted the ship to safe harbor.

from the internet: Washington State Ferry Update: Coming retirements and open positions

Since July 2019, 29 mates and captains have retired and 75 seamen have left, according to WSF. While the agency says it has managed to recruit enough seamen, they are still short about 10 senior deck crew. The most recent breaking point has been the engine room, where around 34 employees have left, according to WSF. But a new class of about seven oilers is about to graduate, Sterling said, taking some pressure off the engine room staffs. The agency is also anticipating more retirements. At least half the remaining senior engineers and deck crew are eligible for retirement, he said.

WSF couldn't afford to build new boats for a decade, due to fallout from a car-tab cut in 2000. New taxes since the mid-2010s are replenishing the budget. The next boat, a 144-car hybrid electric-diesel vessel, will [begin construction soon at Vigor in Seattle](#), but won't sail until 2024. The existing fleet is working past retirement age, and three vessels are at or approaching 60 years old.

Next CAMM Seattle Meeting
to be determined!

Seattle Pacific NW Chapter
Council of American Master Mariners
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Seattle, WA 98139