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Sidelights

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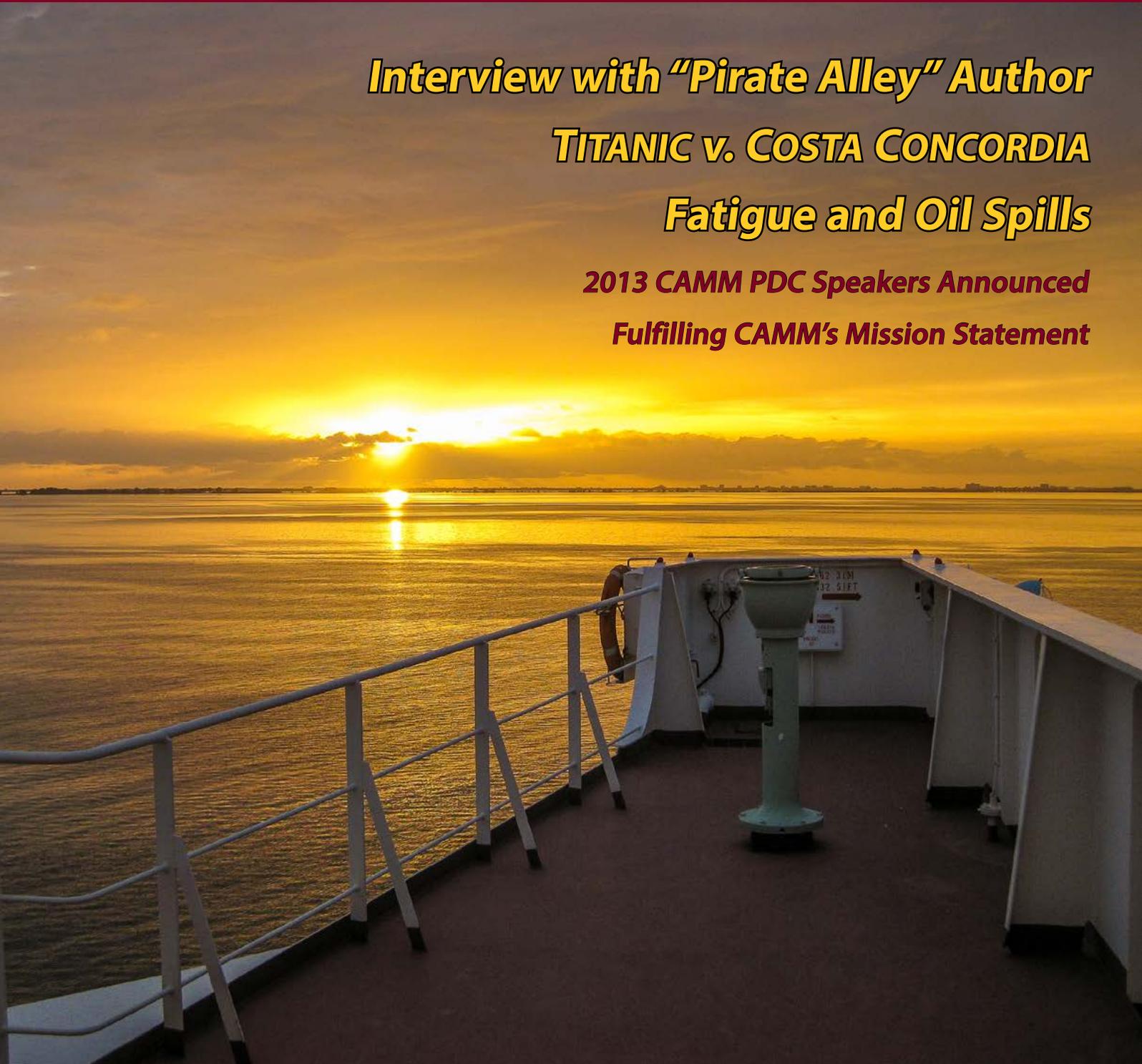
Interview with "Pirate Alley" Author

TITANIC V. COSTA CONCORDIA

Fatigue and Oil Spills

2013 CAMM PDC Speakers Announced

Fulfilling CAMM's Mission Statement



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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In This Issue



ON THE COVER

Photo by Captain Terry Jednaszewski.

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

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Issue	Submission	Release
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December	Nov. 1	Dec. 1

View From the Bridge

5

President Captain R.J. Klein challenges CAMM's membership to fulfill the second half of its mission statement and reflects on the loss of the replica *HMS BOUNTY*.



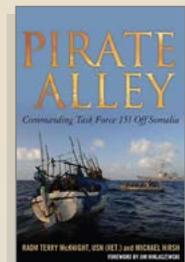
In the Council6

Secretary's Report	6
Chapter & Officer Reports	7
Watchkeeper's Report: NMC	8
Dear CAMM	10
2013 Annual General Meeting	11
Registration Form	39
Cross'd the Final Bar	12
Chaplain's Report: Déjà vu.....	13

In the Industry

14

<i>Pirate Alley</i> author interview	14
Book Releases	17
Mapping the wave climate	18



In the Membership

20

<i>Peter, The Odyssey of a Merchant Mariner</i>	25
Jackson Davis: YP Boats	25
Can Fatigue Cause Oil Spills?	26

International Perspective

28

IFSM: Captain John Dickie.....	28
Captain Jerry Benyo	29
CMMC: Evacuation at Sea.....	31
<i>CENTAUR</i> and Yokohama Crime Trials.....	33
<i>TITANIC</i> vs. <i>CONCORDIA</i>	36



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

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Captain Zabrocky is restarting this chapter. Please contact him for more info and to help activate this chapter.

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Chapter Inactive

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Gulf Coast Region

NEW ORLEANS

Captain Karl Jaskierny, President

504-737-4849

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Captain Klaus Niem, President

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Captain R.J. Klein
CAMM National
President
#1751-R

FULFILLING CAMM'S MISSION STATEMENT

At the 2009 Annual General Meeting CAMM's Mission Statement was revised and approved. It is printed on the cover of every issue of Sidelights

our vision. I want to focus on the second sentence of the Statement: *"We are committed to the promotion of nautical education, the improvement of training standards, and the support of the publication of professional literature."*

For the past five years the Seattle Chapter has hosted a golf tournament for the benefit of the Youth Maritime Training Association (www.ymta.net). The rewards have been worth the effort and CAMM has been able to give YMTA over \$33,500 since the inception. On the YMTA website, the CAMM logo is the top sponsor and an annual YMTA scholarship of \$5,000 is sponsored by CAMM (the remainder of the funds go into YMTA's operating budget). The scholarship goes to a selected student to continue their education in the maritime field. The recipient and their parents are honored as guest at one of Seattle's monthly meetings. The point is that this one event has made the Council of American Master Mariners much better known in Puget Sound. As a result more people in our industry, the maritime education sector, and the community are aware of CAMM's presence and contribution to the community.

The Baltimore/Washington Chapter recently put two foursomes and spon-

and is a strong statement that well defines

sored a hole at a golf outing to support the Baltimore International Seafarer's Center. They are also coordinating with the Center to assist with ship visits. The Baltimore/Washington Chapter is making significant efforts to gain more recognition for CAMM in a critical geopolitical area—our thanks to their chapter.

Seattle's Sea-Going Vice-President, Captain Kevin Coulombe recently presented a series of lectures at Edmonds Community College billed as a series on the U.S. Merchant Marine. He reported it was very well attended and that he found the attendees were most interested in his "sea stories". Based on this experience, we are floating the idea of conducting a "Sea Captain's Lecture Series". If successful, CAMM will become better known and any funds generated would contribute to funding CAMM representatives to maritime conferences.

There are many avenues other than the two I have mentioned in which CAMM can actively participate in the industry and community. Our membership has much to offer the community and the best way to do that is by sharing our experiences.

I would like to challenge our members, and specifically our chapters, to make CAMM better known in the industry and community. I would encourage you to pay particular attention to maritime education and training institutions/facil-

ities. By emphasizing the second part of our mission statement, CAMM will become more prominent, recognized and fulfill our entire mission statement.

HMS BOUNTY

Oct 29th was a sad day for maritime history with the sinking of the *HMS BOUNTY* by Hurricane Sandy. Captain Robin Wallbridge felt his ship, a replica of the original *BOUNTY*, would be safer at sea than in port. The USCG did a heroic job of rescuing 14 crew members 90 miles SE of Cape Hatteras. Unfortunately, Captain Wallbridge and Claudene Christian (reported a descendant of Fletcher Christian) perished at sea. Captain Peter Squicciarini wrote an excellent op-ed piece for the *Maritime Executive*. From Captain Squicciarini's article is a statement worth repeating and remembering:

A wise mentor once told me that "The only day you can pick to be at sea is the first day." Every Master is confronted with the decision of when to leave port. After you clear the pier you relinquish some control of your destiny to the ocean.

Captain R.J. Klein

Secretary & Treasury Report



by Captain
David Williams
#2318-R

It is budget time again. The lack of a budget can be compared to Columbus's voyage to America. When Columbus left he did not know where he was headed, when he got there he did not know where he was and when he got back he couldn't tell anyone where he had been. With a budget you should at least know where we are going.

Toward the end of the year, a new budget is produced for the upcoming year. This is started in October so the budget will be decided on by the beginning of the year.

The details of gathering together a budget is not a very exciting subject in itself. So I will not go deeply into this. The main function of a budget is as a planning tool.

CAMM has several functions it regularly performs. The biggest expense is *Sidelights* magazine; this takes about 55% of the budget. Next is the convention at about 20%. This is followed by administration at 10% with printing, postage, supplies etc. at 10% and participation 2012 in IFSMA at 5%.

Revenue comes from membership dues at 60%, *Sidelights* advertising 30% and the raffle and fees at 10%.

In late September a request was sent to all members of the Board of Governors (BOG) for estimates of expenses and comments on the budget in general.

After gathering the estimates a preliminary budget is produced and then reviewed by the President. When the final draft of the budget is produced the Finance Committee reviews the budget and approves. The Finance Committee looks at the various assumption of revenue and expense to be sure they are reasonable. After the Finance Committee approves the budget it is published for the BOG.

It then is important to follow the actual revenue and expenditures to be sure they are reasonably following the budget.

Since budgets are only estimates, they will never come out exactly. However, the budget will quickly show any problems.

Considerations for the upcoming years are going to be what activities to participate in and the source of revenue.

On membership dues, a notice was sent out in August to all who were behind in the payment of dues. The response has been generally good for 2012.

Ideas on revenue enhancement are requested. Our raffle today seems to be outdated and contributes less than \$2000 to CAMM. Other activities could include silent auctions, etc. These activities would take considerable time of any person. It may be time to consider a professional fund raiser.

In the next issue of *Sidelights* I will make a yearly report for 2012. This will include financial reports. ☆

Join CAMM

Membership Qualifications*

- 500 grt or greater USCG Master's License*
- Cadet or instructor at a maritime training school
- Other high maritime industry distinction

Reasons to Join

- Free subscription to *Sidelights*, the Council's professional publication;
- Representation at IMO through CAMM's affiliation with IFSMA.
- Access to a network of other master mariners.
- Inexpensive – Annual dues are currently \$60!
- If you are involved in a maritime incident, and did not break the law, CAMM will aid you in finding counsel and/or expert witnesses.

To Apply

Fill out an application form, found in the membership section of CAMM's website. Return it with a copy of your USCG license and a one-time application fee of \$100 which includes your first year dues. Annual dues thereafter are currently \$60.

Find a Sponsor

Ask your colleagues or mentors – they might be a CAMM member! Or, contact any of our regional or chapter officers in your area (list on page 4) to find a CAMM member in your area who can sponsor you. If you're a cadet, one of your instructors may be a CAMM member!

CAMM Members - Be a Sponsor!

CAMM members can earn a 1-year dues break for every 3 new members they sponsor.

* Full requirements can be found on our website.

Applications are subject to approval by the Membership Committee and Board of Governors.

www.mastermariner.org/membership

Council Reports

Seattle / PNW

*Submitted by Captain Douglas Subcleff
Chapter Secretary*

In October, we had a great turn-out for our annual event to recognize the maritime community contributions of our Chapter as well as the Maritime Person of the Year presentation. Once again, Chapter President, Captain Richard Klein, served as Master of Ceremonies.

After a review of our recently held, 5th Annual Bob Magee Memorial charity golf tournament, Captain Klein introduced the Secretary/Treasurer of the Youth Maritime Training Association (YMTA), Mr. Justin Borland, and presented him with a check for \$8,500.

Justin expressed his thanks on behalf of YMTA. He explained how important this money is to the budget of the Association and that \$5,000 will be dedicated to a special CAMM Seattle sponsored scholarship to be awarded next year.

CAMM Seattle's partnership with YMTA is based on our mutual support of local maritime education. YMTA's Mission Statement reads: "YMTA will promote and support elementary, middle and high school programs and associated youth organizations in Washington State that provide maritime education, training and experiences for students." Visit their website at: www.ymta.net and check out the promo video titled *YMTA: Adventure of a Lifetime!*

The chapter also honored its 2012

Maritime Person of the Year: Captain Norm Werner.

Upon receiving his award, Captain Werner spoke about his maritime career. He recalled how he first sailed with MSTs, unable to get a job out of the hall. And how, early in his career in the 1960's, he was the first merchant marine officer to take part in satellite navigation training at Johns Hopkins University. He further explained that this training required "top-secret" clearance, and was to be used aboard the USNS *ELTANIN*, a unique Antarctic research vessel that went on a special mission to investigate a strange object found on the seabed some 1,000 miles west of Cape Horn. The fears of a Russian Sputnik-technology under-sea antenna proved untrue— as it was determined to be a rather odd-shaped sea sponge.

Norm then spent 22 enjoyable years in the Panama Canal zone. As President of the Panama Pilots during the time of transition of the Canal to Panama, he traveled to and from Washington, D.C., meeting with politicians to ensure the transition went smoothly. Norm then returned to Washington state, working as a Gray's Harbor pilot for six years, followed by 12 years with Puget Sound Pilots. He mentioned working with

Right: YMTA Treasurer Justin Borland with check presented by SPNW CAMM Chapter from the Golf Tournament Fundraiser.

Below: SPNW Maritime Person of the Year Captain Norm Werner (center) with SPNW chapter members.

Captain Mel Flavel on the challenges of bridge approaches and gave credit to Captain Denny Stensager for Norwegian lessons.

Our list of Maritime Person of the Year recipients extends back to 1982 when Captain Harold Kildall, founder of Kildall's Nautical School, was honored. It is interesting to note that this year's honoree, Captain Norm Werner, was one of many around here who attended license prep classes at Kildall's.

Our November meeting had a much lower turnout than October. Only eight in attendance and no guest speaker, so we ended up with a some dynamic group discussions on various maritime topics. Of local interest has been a manning controversy with the Washington State Ferry system. In an attempt to reduce costs, the manning level was cut back

Continued on next page >>>



PHOTOS: DOUG SUBCLEFF



Council >>>Continued from page 7
in July to the minimum listed on the vessel's Certificate of Inspection. One unfortunate result of this action was the possibility of a delayed or cancelled sailing if one of the crew members called in sick or was unable to make it on board for whatever reason. The USCG has now become involved and has ordered the ferry system to increase the manning on certain ferries.

We have a guest speaker scheduled for our Thursday, December 6th meeting; Captain Tom Rogers will be speaking on the topics of Tacoma Sea Scouts and the Tacoma Maritime Center. Thanks to Captain Cal Hunziker for making the speaker arrangements!

Columbia River

The Columbia River chapter meets the 2nd Friday of the Month at the Red Lion at the Quay on the Vancouver side

of the river along I-5 and twice annually in Astoria, Oregon.

San Francisco Bay Area

*Submitted by Captain Klaus Niem
Chapter President*

The SFBA chapter has been busy confirming speakers for CAMM's upcoming PDC program and making arrangements for the AGM in Oakland this spring.

We've confirmed Gala Keynote Speaker RAdm Thomas Cropper, President of Cal Maritime, who will speak on maritime education. For the PDC, we've confirmed five speakers: USCG Sector Commander Captain Cindy Stowe; AMO Union President Thomas Bethel; *International Law of the Shipmaster* co-author and CAMM member Dr. Captain John A.C. Cartner, who will speak about important changes within the TWIC program; Maritime Institute for Research and Industrial Development (MIRAID)

President C. James Patti, who will speak on Congressional lobbying efforts in the maritime industry; and NANOOS Executive Director Jan Newton, Ph.D., to speak on IOOS® and ocean currents.

The Gala Dinner catering arrangements are finalized and full meal selections can be found on the event website. For meeting attendees, a continental breakfast and soup and sandwich lunch will be served both days.

The Chapter decided to forgo the large outing and group dinner on Thursday evening. Scott's Seafood Restaurant, which neighbors the hotel, is an excellent choice and we are working on a making a special deal with them for our event attendees. The hospitality suite will also be open most of the evening.

On Thursday, our chapter hostesses will entertain guests and companions not attending the meetings with a ferry ride across the bay into San Francisco city.

Watchkeeper's Reports

U.S. Coast Guard NMC

submitted by CAMM watchkeeper Tuuli Messer #3293-S

Inland Rules Changes Proposed

The Coast Guard proposes to amend the inland navigation rules and their annexes in 33 CFR parts 83 through 88 to align the regulations with amendments made by the International Maritime Organization to the Convention on the International Regulations for Preventing Collisions at Sea, to which the United States is a signatory, and to incorporate recommendations made by the Navigation Safety Advisory Council.

These changes would harmonize domestic and international law by reducing and alleviating equipment requirements on vessels, addressing technological advancements, such as wing-in-ground craft, and increasing public awareness of the inland navigation rules. The changes would also make references to applicable requirements easier to locate by using the same format in domestic regulations as is used in the international convention. More information can be found in the Federal Register of August 28, 2012. Comments due by Oct 29th.

USCG Question Bank Back Online

As many of you may know, the USCG pulled all of its license exam questions from their website. On Friday Sept. 21, 2012, thanks in large part to the efforts of Captain Joe Murphy of

Mass Maritime Academy, the NMC reposted the entire question bank online.

STCW Policy Letters

The USCG issued three policy letters available as of Oct 15th, 2012 providing guidance on STCW regulations concerning:

- hours of rest requirements of the 2010 Amendments,
- issuance of endorsements and approval of training for vessel personnel with designated security duties (VPDSD) and vessel personnel requiring security awareness training,
- and issuance of other endorsements and approval of other training to meet the 2010 amendments.

TWIC Renewal Options

Effective August 30, 2012, TWIC holders who are U.S. citizens or U.S. nationals, and whose TWICs will expire on or before December 31, 2014, have two options to renew their TWIC. They may either replace their expiring TWIC with a 3-year Extended Expiration Date (EED) TWIC or obtain a standard 5-year replacement. All TWIC holders should begin the application process at least 30 days before his or her TWIC expires. ☆



At the October meeting, the chapter also had a good conversation about growing CAMM. Captain Ehrling Carlsen applauded the move to include 1600 grt masters into the membership, however, very few have applied. Chapter members discussed moving meetings around the bay, since many area members do not live along the waterfront. We also talked about other entities snatching our engineers from the maritime academies. It turns out that our maritime-trained engineers are also the type of employees hospitals, schools, and other large manufactures need to run their power and electrical systems. Captain Chick Gedney suggested using *Sidelights* to make more noise about working conditions and our concerns in the industry, especially in regards to government policies. Captain Mark Shafer and Captain Pat Moloney also talked about proposed upcoming changes to the SS JEREMIAH O'BRIEN, including Captain Moloney's role as Interim Executive Director.

Los Angeles / Long Beach

*Submitted by Captain Dave Boatner
Chapter President*

The Los Angeles / Long Beach Chapter meets at noon the second Tuesday of the month [except August] at Ante's restaurant in San Pedro. We usually have anywhere from six to ten members in attendance. Like many CAMM chapters, LA/LB struggles to increase numbers at local meetings. Our members take an active interest in their profession and encourage all Masters living or visiting in the area to participate in our monthly meetings.

Houston

*submitted by Captain Michael Mc Crigh
Chapter President*

At our October meeting, Captain Bill Duncan gave a great and well-rounded discussion on the not so long ago lightering and



PHOTO: JOE HARTNETT

salvage of the late *EXXON VALDEZ* grounded on Bligh Reef. Captain Duncan was the PIC for the operation. 20 members, associates, wives and student members in were attendance. At our November meeting, OSG's Facility Security Office Department Head Mr. Jan Flores, PE., will discuss the Jones Act Shuttle tankers now in operation here in the Gulf of Mexico by OSG for Petrobas, USA.

New Orleans

*submitted by CE Horace George
Chapter Secretary*

Chapter meetings resumed on September 13th after a summer hiatus. Meetings are held the 2nd Thursday of the month at Don's Seafood Hut in Metairie.

Mobile Bay

submitted by Captain Pete Booth
Nice job on the last *Sidelights*.

Tampa Bay

*submitted by Captain Ron Meiczinger
Chapter Secretary*

In October, twelve of us returned to the Columbia Restaruant after a summer hiaitus. Captain Dave Partridge called the meeting to order, Captain Jerry Benyo reported on items from the IFSMA AGA in Denmark (see page 29), Treasurer Captain Donald Mercereau reported the treasury as sol-

vent, and the secretary remind all that 2013 is a chapter officer election year.

The chapter confirmed regular meetings on the second Tuesday of the month through June. The December 11th meeting will be the annual Christmas luncheon with the ladies as guests of our chapter. In addition, Saturday, March 23rd is set for our annual brunch at Mimi's Cafe with the ladies as our guests.

Port Everglades / Miami

No report submitted.

Baltimore / Washington D.C.

*submitted by Captain Joe Hartnett
Chapter President*

The Baltimore/Washington chapter is grateful that we survived the effects of Hurricane Sandy. A few of our members had storm related damage, however, most of us were extremely lucky. We wish all the best to those who were less fortunate in the Northeast.

The chapter will be participating with the local Seafarer's Centers to assist with holiday food and clothing drives for visiting mariners.

New York / New Jersey

No report submitted. ☆



PHOTO: COURTESY JOE HARTNETT

As part of the Baltimore / D.C. chapter's continuing efforts to support local seafarers, eight members of the chapter participated as a sponsor for the Baltimore International Seafarer's Center Golf Outing on Sept. 28th. The seafarer centers continue to express the need for ship's visitors and we are trying to fulfill that need. Please contact Captain Joe Hartnett for more information. Above left: Captain Dave Argauer; above right: Captain Fithian, Captain Joe Hartnett, The Reverend Eugene Taylor Sutton, Captain Dave Argauer and Captain Rob Jones.

Dear CAMM,

Financial burdens of the cost of piracy and regulatory burdens

I have two issues:

1) I have regarding Piracy are the crews and ships still in captivity. The flag states that represented these ships have not stepped up to the plate to resolve the issue. I think the registry flag states should be held politically and financially responsible for the crews and ships. That is I think the flag states should be stripped of all legal rights to host ship registries and they should be responsible to financially compensate the crews and families for lost wages and hardship. I also think the registry flag states should pay for all costs incurred to patrol the pirate zone

and liberate the crews and ships.

2) I think the IMO needs to look at the burden of regulatory monitoring the master is responsible for and look at means of mitigating it. Right now with the imposition of STCW and low sulfur fuel requirement and whale strike mitigation the Master has been saturated with regulations beyond his means to manage it all.

Best Regards,

Captain Kevin Coulombe #3221-R

Editor's Note: The Views and Positions team is taking action!

Large Passenger Ship Evacuations

I would like to thank you for the regular receipt of *Sidelights*, it gives us in Canada a good look at what is going on in the marine field in USA.

In recent months our Vancouver Island Division have been concentrating on the evacuation and mustering of cruise ship passengers, IMO apparently has a ruling that a ship evacuation should be achieved in two hours. Given that the two largest cruise ships at present, *OASIS OF THE SEAS* and its sister vessel, *ALLURE OF THE SEAS* can carry 6,000 passengers and around just over 1,000 crew.

Due to an article in *Seaways* I came across an experiment seemingly carried out by my Alumni-University of Greenwich, London where a vessel, with volunteer passengers carried out, at sea, a mustering from anywhere in the ship to their stations.

With further contacts I determined that the experiment and further attempts were under the direction of a Professor E. Galea, who headed a computer modeling class at the University. It turned out that he had also a company, named Fire Safety Engineering Group (FSEG) and had run an experiment on a regular ferry between Norway and Denmark.

At my request he has made me privy

to that experiment and I enclose a synopsis I made of his 10 pages outlining his experiment and conclusions. Boiled down it showed that, on the first day 902 passengers participated and they made the journey to the muster station in 12 minutes, on the second day 867 passengers participated and made the assembly station in 10 minutes. It must be noted that a good proportion of them were already, by chance, seated close to the muster station when the alarm was sounded.

I presented this synopsis at our recent AGM in Port Saint John, New Brunswick recently and it was politely received. I do think, that given the huge number of cruise passengers on cruise ships it would be impossible to evacuate numbers such as close to 6,000 in two hours.

Even given good weather and daylight, our membership in Vancouver Island agree and a particular book written by a master of many cruise ships stated that the *SAGA* vessels he had commanded would be lucky to achieve an evacuation in 3 hours.

Captain Geoff Vale, CMMC

The synopsis can be found on page 31.

CAMM in Action

Proposed views for AGM

VIEW: Flag State Responsibilities in Incidents of Piracy

CAMM recommends that the International Maritime Organization create a regulation holding the flag state of any merchant vessel held captive by pirates politically and financially responsible for patrolling the pirate zone, freeing the crew, releasing the vessel from the control of the pirates and compensating the crew and their families for lost wages and hardship. CAMM recommends that the penalty for failure to take this action result in loss of registry.

Discussion: Flags of registry are not currently taking responsibility for the protection of their merchant vessels and crews from piracy, nor for freeing the vessel or its crew from captivity. The flag state must be held accountable, and it should be stripped of all legal rights to host a ship registry until the crew of any vessel registered to the state is freed and its crew compensated for lost wages and hardship.

View: Regulatory Burdens

CAMM supports appealing to the International Maritime Organization to review and reduce the regulatory burden imposed on vessel masters.

Discussion: Extensive regulatory requirements such as those driven by STCW, Low Sulfur Fuel, Whale Strike Mitigation and numerous other regulations place a major burden on the ship's master and detract from his ability to assure that the vessel is operated in a safe and efficient manner. ☆

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



Annual General Meeting

Professional Development Conference

April 24-26, 2013 ☆ Oakland, CA USA

Location

Waterfront Hotel, Jack London Square, Oakland, Calif.

Agenda

Wednesday, April 24:

Welcome Social (afternoon/evening)

Thursday, April 25:

Professional Development Conference

Companion Outing

Friday, April 26:

Annual General Meeting

Gala Dinner

Lalonde Spirit of the Seas Award Nominations

Nominations for the 2013 Lalonde 'Spirit of the Seas' award are now open and available online or from your regional Vice President.

Nominations are open to any member, living or deceased, with all the following attributes: humanitarianism, professionalism, seamanship, life-time achievements and noteworthy accomplishments, along with contributions to the maritime industry and the 'spirit of the seas' in their everyday lives.

For additional information, applications, or guidelines and rules, go to the CAMM website or contact your chapter president or Regional V.P. And remember, *all nominations must be returned by U.S. Postal Mail and postmarked by January 15, 2013.*

Constitution & By-Laws

Any submissions for changes to CAMM's Constitution or By-Laws must be submitted no later than December 24, 2012 to National Secretary Captain Dave Williams. (By-Laws 10.1.1)

Event Registration

The event registration form is now on CAMM's website and on page 39. Event registration is separate from hotel bookings. Registration is due no later than March 1, 2013 for proper planning.

Accommodations

Reservations at the Waterfront Hotel can be made online (link from CAMM's website) or by phone at 1-888-842-5333. Use the code **CAMM2013** for the group rate; \$159/night, excluding taxes. Parking is \$12/night.

Continental breakfast and lunch will be provided for meeting attendees in the meeting rooms. The hotel's Pearl Restaurant is open for a full breakfast on your own.

Professional Development Conference confirmed speakers*

Captain Cindy Stowe, USCG

Sector San Francisco Commander — to speak on VTS and America's Cup Traffic.

Mr. Thomas Bethel

American Maritime Officers Union President

Mr. C. James Patti

Maritime Institute for Research and Industrial Development (MIRAID) President — to speak on Congressional lobbying efforts in the maritime industry.

Dr. Captain John A.C. Cartner #2574-R

International Lawyer and co-author of the *International Law of the Shipmaster* — to speak on important changes to the TWIC program.

Ms. Jan Newton, Ph.D.

NANOOS Executive Director — to speak on IOOS* program and ocean currents.

Annual General Business Meeting

Discuss the general business of CAMM; highlights include Positions Statements and the Council's Strategic Plan. The meeting is open; however, only CAMM members have a voice.

Gala Dinner

Keynote Speaker RAdm Thomas Cropper — President, Cal Maritime — will speak on maritime schools and education. The Gala Dinner is a semi-formal event. Menu and meal selections can be found on the event website.

Companion Outing

Companions not attending the meetings on Thursday are invited to ride the ferry with chapter hostesses across to San Francisco City for the day.

Thursday Evening Social

As Thursday dinner will be on your own, the SFBA chapter is working on a discount deal with a neighboring restaurant for event attendees. More info to come. The Hospitality Suite will also be open Thursday evening.

Sponsorships Available

Please contact Captain Niem for sponsorship opportunities.

Event Chairperson

Captain Klaus Niem
capt Niem@mastermariner.org; 707-255-6567

*Subject to change.

CROSS'D THE FINAL BAR

Crossing the Bar

Sunset and evening star,
and one clear call for me
And may there be no
moaning of the bar, when
I put out to sea,

But such a tide as moving
seems asleep, too full for
sound and foam,
When that which drew
from out the boundless
deep turns again home.

Twilight and evening bell,
and after that the dark!
And may there be no
sadness of farewell,
when I embark.

For tho' from out our
bourne of Time and Place
the flood may bear me far,
I hope to see my Pilot
face to face when I have
crossed the bar.

REAR ADMIRAL JOE RIZZA #1000-L

Joe Rizza died October 5, 2012, at Coronado Hospital from congestive heart failure, at the age of 97. He was active in Coronado Roundtable and Coronado Rotary until the very end. Admiral Rizza retired in 1983 after 50 years of a distinguished professional life encompassing three related careers - U.S. Merchant Marine officer (1934-42), U.S. Naval Officer (1942-72), and President and champion of the California Maritime Academy (1972-83) in Vallejo, California. He left the service at the rank of Rear Admiral, U.S. Maritime Service (Ret.); and Captain U.S. Navy (Ret.).

In the wake of WWII and at the height of the Cold War, Joe Rizza ended a brilliant career at sea in the Merchant Marine and U.S. Navy that few, if any, could lay claim. He then went on to build another sterling career for himself as a major player in U.S. foreign policy ashore, and as an educator with far-reaching results. As an expert in international political military policies, Joe played a dominant role in U.S. foreign policy as advisor to the highest office in the land, the President of the United States. Rear Admiral Rizza had a reputation worldwide for his unbiased and objective work, and for the integrity, honesty, and credibility he consistently brought to the table. During his wartime service he was the epitome of leadership, ethical comportment, and complete grace under fire.

He is survived by his current wife, Fran Walker-Rizza of Coronado, two grandchildren and six great-grandchildren. His remains will be interred at Fort Rosecrans National Cemetery. In lieu of flowers, the family asks that donations be made "In Memory of Admiral Joe Rizza" to the Coronado Rotary and Coronado Roundtable.

Editors' Note: Rear Admiral Joe Rizza's biography, "The Life & Times of Joe Rizza: Friend of all the World" was released last year. A summary of the biography is published in Sidelights December 2011, pg 30.

COMMANDER JOSEPH T. NEVILLE #2628-A

Commander Joseph T. Neville, USN, (Ret.) passed away February 3, 2012 after a brief illness. He attended New York State Maritime Academy in May 1944, graduating 1946 as Ensign in the Naval Reserve with a license as a Merchant Marine officer. Shortly after graduation he was employed by Grace Line Steamship company before coming ashore in 1947 working in New York Harbor.

Neville was called to active duty during the Korean War in 1954 accepted commission in the regular Navy aboard destroyer-type ships, commanding the USS PUTNAM and USS CHARLES R. WARE. Upon graduating from the Naval Intelligence Post Graduate School, we was assigned Chief of Naval Operations as head of the Current Intelligent Briefing Unit with duties of briefing the White House, Secretary of the Navy, and U.S. Congress. After receiving many awards, he retired in 1973.

Commander Neville was a skilled ship model maker and woodworker. He is survived by his wife Chloe, children and several grandchildren, who will miss his dry wit, compassion and generous ways. He was a true gentleman. ☆

Déjà Vu All Over Again: Old Battle, New War



by Father
Sinclair Oubre
CAMM Chaplain
#3220-A

In September, I was privileged to attend the Company of Master Mariners of Canada's conference on the

Maritime Labour Convention of 2006. I came away with a few challenging facts:

- 1) MLC 2006 is considered the "new" fourth pillar of international maritime regulation. It joins SOLAS, ISM and STCW.
- 2) It will come into full force on August 20, 2013.
- 3) Many ratifying states have not completed their Declaration of Maritime Labour Compliance (DMLC) Part I, this will make it difficult for operators to know what will be required of them to receive certification for their ships.
- 4) In the next ten months, tens of thousands of ships will need to be inspected and receive their certificates of compliance from their flag state.
- 5) Ship owners should be doing gap analyses, and preparing for MLC 2006 inspections even if the DMLC Part I is not complete. It will take upwards of six months to prepare a vessel for inspection.
- 6) Though vessels from non-signatory countries (the U.S. is one of these) will be seeking letters or certificates of voluntary

compliance from a Recognized Organization (i.e., classification societies), there is no obligation that signatory countries' port state control must accept these certificates. Shipowners from non signatory flag states should anticipate regular MLC 2006 port state control inspections.

I made a presentation on MLC 2006 Section 4.4. This section calls on signatory countries to ensure that seafarer centers are easily accessible. In addition, they are to promote the development of these centers so as to provide seafarers access to adequate welfare facilities.

When I asked a Canadian official about how Canada was going to "promote" the development of seafarer centers, he responded by saying that this was not his department's area of responsibility. When I asked whose area or responsibility it was, he responded that he was not sure.

Leaving the conference, I was overwhelmed with a feeling of déjà vu. When the Maritime Transportation Security Act was being rolled out, the focus was on the number of security lights installed or the height of the fences a facility needed to be in compliance. Little to no attention was paid to seafarers' right to shore leave and escorting through facilities. Now that the MLC 2006 is being rolled out, again attention is on the physical structures on the vessels and company operating procedures, while no attention is focused on "promoting" seafarer welfare centers.

Just like with shore leave, the flag states

and the maritime industry are ignoring this section; they are assuming that the seafarer centers will "cover" this, while at the same time, doing little to assist them in "promoting" or finding the resources to operate these land-based facilities.

In recent years, I have seen a number of seafarer centers close because they could not raise sufficient operating funds. The government and the industry continue to play "dodge the costs," and elderly folks in church pews continue to provide millions of dollars in subsidies to the maritime industry for seafarer welfare.

After a truly great conference, the primary lesson I learned was that seafarer welfare agents will have to raise their voices as loudly and persistently on to have MLC 2006 Section 4.4's full implementation, as they have defending seafarers' right to shore leave. ☆

Apostleship of the Sea - United States of America

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Interview with *Pirate Alley* Author

Former Pirate Alley Commander Terry McKnight:
“Because piracy is on the wane, I hope navies won’t start to pull out.”

Interview by
Martin Edwin Andersen,
Maritime Journalist

submitted by
Will Watson, #3256-A

151 off the coast of Somalia and is the author of the new book, *Pirate Alley*, published by the Naval Institute Press. Recently McKnight visited AdvanFort’s Washington, D.C. office to share what Advanfort company President Will Watson called his “vast and valuable expertise” on maritime security issues and the challenges posed by piracy as a transnational security threat in the Gulf of Aden and, increasingly, in other areas of the globe. Later McKnight met with veteran journalist Martin Edwin Andersen to talk about some of the most positive developments taking place since McKnight took command of the Task Force in 2009. He stressed both the concrete support offered to counter piracy by the United Nations and the unique naval coalition—the 26 partner nations of the Combined Maritime Forces from around the world—as key. He also pointed to the importance of private security firms in providing necessary law enforcement help to those navies, and the “lessons learned” that might be of great help elsewhere. Here is part of that conversation:

Andersen: One issue coming to the fore, given the increasing role of countries’ militaries in the fight, concerns

U.S. Navy Rear Admiral (Ret.) Terence E. “Terry” McKnight was the pioneering U.S. Commander of Task Force **how civil-military distinctions on water are claimed by some to have little parallel on land, and vice versa. Do you think that that is true and, if it is, what consequences has that brought to international efforts to fight piracy?**

McKnight: When focusing on a land operation you have close scrutiny of what is going on. For example, we had security teams in Iraq and Afghanistan and you could see how they were operating day to day. The problem that I fear is that, when they are out on the ocean there is a fine line on the Law of the Sea and how these security forces are operating. Are they following the correct rules of engagement? Are they concerned about the well-being of mariners that are out there, such the problem of mistaking fishermen for pirates, and are they focused on the rights of the average citizen? So my biggest concern is the proper training on rules of engagement going after pirates.

Andersen: The unique cooperation among nations in Gulf of Aden has caused both positive and negative commentary. For example, China is one of the nations that is helping, but also carries with it human rights baggage from other arenas. How do you view these as potential lessons to be learned?

McKnight: I think that it is very positive that China is out there—it’s a good news story that they are out there and that they are working as part of a coalition. Every nation carries its own baggage; we all have our own problems. But I think we have to be cautious about what China’s goals are out there. Are

they out there just to fight pirates, or are they out there to find how they can become a blue-water navy like we were in the early 1900s? We have to be very careful on how we deal with China.

Andersen: For example?

McKnight: If the U.S. Navy says maybe it can’t support anti-piracy operations, and now all of a sudden China says, “Well, we can be the leader out there,” putting a marker in the sand and taking over some of these operations. So we have to be very careful in how we deal with China.

“My biggest concern is the proper training on rules of engagement going after pirates.”

Andersen: Following up on that, China is very involved on the continent of Africa.

McKnight: Absolutely right. They get a lot of their oil from there. If you look at the size of the Chinese merchant fleet—five of the top seven [world] commercial lines are Chinese flag vessels—so they have a concern. And the trade and goods from China are not only going to the U.S., they are going to Europe, they are going to Africa. So they have a keen interest that they have a free flow of commerce also.

Andersen: How can private companies help promote better standards and thus even better cooperation?



McKnight: I think you have to work with the militaries, to make sure that the private contractors are following the same standards as the militaries are following. Working together, training together. When I was in the Navy the biggest question was, is that person who is going to fire that 50-caliber gun on a U.S. ship trained and ready to go and knows how to respond? Do we have those same procedures in place? When you put a security team on a merchant vessel, how do they work with the master? Do they understand the language—is there a barrier? They have to understand those techniques so the master isn't just throwing his hands up in the air and saying, "Okay, you just fire on anybody," without concern for human rights.

Andersen: A number of analysts, looking at the progress that has been made in the Gulf and elsewhere, nonetheless warn about the increasing sophistication of some pirate organizations. Do you see evidence of that; if so where, and what might be done to anticipate their evolution?

McKnight: It's a money-making business and they are going to try their hardest to stay ahead of us. When we stood up the task forces in the Gulf of Aden we pretty much knew that, once we stood them up, they were going to try to go out into the Indian Ocean. That's exactly what they did. How did they extend themselves? They took mother ships. So they are always looking for tactics to overcome those of ours. And they are like anybody else—they are going to hire consultants, and they are going to say: "How can we defeat armed security teams? How can we get better?" We didn't think that some of them would operate at night, but now we've seen operations at night. If they want to continue to make money off of piracy, they will change their tactics.

Andersen: In your book you suggest that the successful protection of targets such as container ships and crude oil carriers may result in pirates turning to crime on land, such as the kidnapping of foreigners. Have you seen examples of this, and if so, where?

McKnight: What we are seeing is a lot of sailboats coming out of the Seychelles [an island country spanning an archipelago of 115 islands in the Indian Ocean], or coming out of the Maldives [another group of islands in the Indian Ocean], that are high-risk, high-interest targets because they are very easy to hijack. The sailboats aren't worth anything, human property is, so what they are going to do is capture these people, take them to



*William H. Watson (right) presenting a gift to U.S. Navy Rear Admiral (Ret.) Terence E. "Terry" McKnight (left), author of the new book *Pirate Alley*, at AdvanFort's corporate headquarters located in Herndon, VA on October 15, 2012.*

land, and ransom them. We have a couple of cases where people have spent a long time in Somalia because of the high ransom payments. And who can pay these ransoms? The governments are not going to pay them, so it's up to the families to get the money to get these people out of captivity. Right now we are seeing it in ones and twos, but that isn't to say that it couldn't happen later because in the spring time a lot of these sailboats are trying to get through the Gulf of Aden into the Mediterranean before the trade winds change, so you see a lot, a lot of sailboats in the February/March time frame.

Andersen: In Latin America one of the problems with the drug traffickers is the so-called "balloon effect," where when you come down on criminals in one area, they just establish operations in another country or another sub-region. Is this also a danger in terms of the pirates?

McKnight: We thought we had the problem contained in the Gulf of Aden and then it went out into the Indian Ocean, and then it went into the region of the Seychelles. So they are going to go out there and do what it takes to hijack some of these vessels. We've seen them out 1,500, almost 2,000 miles, along the coast of India. If they can get the vessels and extend their reach, they'll get out there.

Andersen: Looking back, what do you think are the lessons concerning the best ways to outfit ships for travel through high-risk areas?

McKnight: It is very surprising, and very inexpensive, but the No. 1 thing is lookouts. If you have a keen eye, if you can see what is going to happen—whether it is on a radar, or a visual lookout—it is perfect. A lot of these commercial ships didn't have lookouts. We are only talking about a 450-mile journey to go through the transit lanes. During that time period you want to be on your highest alert.

The other is speed. We have never seen a merchant vessel going over 18 knots that has ever been hijacked. It is too complicated for them. Speed, look outs, simple things like fire hoses over the side; listening to the warnings that come out from the UKMTO [UK Maritime Trade Operations] office—all those things help tell where the pirates are. It is a matter of being vigilant and ready to go.

Andersen: In one sense, those facing piracy in the Gulf of Aden particularly,
Continued on next page >>>

Pirate Alley >>>Cont'd from page 15

and in and around the Indian Ocean, were fortunate in that pirates there were demanding ransoms, which many consider “newsworthy,” while those problems involving things like maritime armed robberies appear to get much less attention. What more do you think needs to be done to raise international interest in a problem that is clearly on the rise in other parts of the world?

McKnight: One of the issues is paying the ransom payments. Merchant communities will tell you that they have to pay those ransom payments or else they will not get mariners to transit those corridors. If we continue to pay those ransoms, there will continue to be acts of hijacking and piracy. We have to reach a resolution that says, ‘Okay, we are not going to pay ransom, and we are going to protect the ships going through those areas so that they do not get hijacked.’

Andersen: Clearly U.S. policy has changed over the last several years, particularly regarding Washington’s position on the role of private security firms. Now that some claim the threat of piracy is on the wane in the Gulf, what changes, if any, do you see for private firms, including their role vis-à-vis multinational and national government maritime security efforts?

McKnight: One thing I hope does not happen is that, because piracy is on the wane, navies don’t start to pull out. If navies start to pull out I think you will see private security teams that will not be as protective and you will see piracy start to pick up again. It is private security firms, the navies, and the maritime community, working together, that can bring down the number of piracies.

Andersen: It would seem that, given the fact that the maritime industry is hurting worldwide (due in large part to the rising cost of insurance and the escalating costs associated with capture by pirates), some of what is underscored is the importance and the factors involved with pricing of possible

solutions. How do you think the market is handling those, and what—if anything—more needs to be done?

McKnight: I think you’ve seen a little bit higher prices in markets. If the insurance rate goes up, the customer is going to pay for it. If you have a transit journey that is extended to avoid pirate areas the customer is going to pay that. Let’s say that if piracy does pick up, and merchant vessels decide to avoid the Gulf of Aden, you could see a spike in the oil prices in the United States.

Andersen: One problem continues to be a question of international law and how the status of private armed patrol boats remains unclear. What do you think is being done to effectively address those problems and what more needs to be done?

McKnight: One thing is that the United States has to sign the Law of the Sea Treaty. As the leader of the world and of the maritime community, we have to get onboard with everybody else. The United States fears that we have a UN tribunal, that sort of thing, but if the navies cannot provide protection for shipping, and we have these private security teams, how are we going to enforce the Law of the Sea, just like we enforce the laws of any nation-state; how do we enforce it in the Gulf of Aden or on the Indian Ocean?

Andersen: What are the possibilities for additional practical coordination between public and private forces against piracy?

McKnight: One of the key events that we have is the Shared Awareness and Deconflation (SHADE) conference [hosted by the 26 partner nations of the Combined Maritime Forces], where we get together with all the coalition navies, which could be a good mechanism to bring the merchant and private security communities together—so we’re all in the same room talking about the same thing. We could talk about our needs, and share intelligence. If the U.S. Navy knows that there is a pirate cell operat-

ing in Somalia, we need to share that information with the private security teams. It is not a national security thing; it is a law enforcement issue. We don’t have to share how we got the information, we just need to identify where the threat is, if they need to avoid that area, or—if we know that there is a mother ship operating in a certain location—to make sure that every vessel operating in

“(T)he Shared Awareness and Deconflation (SHADE) conference [hosted by the 26 partner nations of the Combined Maritime Forces], where we get together with all the coalition navies ... could be a good mechanism to bring the merchant and private security communities together—so we’re all in the same room talking about the same thing. We could talk about our needs, and share intelligence.”

the area is on the lookout for possible pirate activity.

Andersen: Those working in private sector solutions maintain that highly-professional guards lower, rather than exacerbate possibilities of violence and therefore fundamentally reinforce human rights and other legal considerations. How important is this in the context of today’s threats, and why?

McKnight: Most of the security teams are hiring ex-Special Forces members who are trained not only on self-defense, but security issues. All indications are that the majority of the teams that are out there are sanctioned by the governments and have gone through some type of certification, on how they are trained and what they are trained for. So it’s not like the Wild West, where it was: “Let’s

just form a posse and grab people off the street.” The last thing you want to do is have a company that is sending people out there who are not trained and we have an incident that would put a bad name on the maritime community.

Andersen: There has been a lot of talk that this is such a small slice of the pie of global commerce, so is it cost effective to send multi-million-dollar warships out just there to fight the pirates?

McKnight: I think it is. I think that every nation that is out there has a concern for the free flow of commerce around the world. In 2012 and beyond, the world is going to get flatter; it is not just the European Union or another group that are the only ones trading. For the U.S. Navy, one of our key missions is the free flow of commerce. With piracy, if we don't have enough ships we have to figure how to have the right assets out

there to protect that free flow.

Admiral (Michael) Mullen, when he was chief of naval operations, talked about the 1,000-ship navy and everybody in Congress thought, “Oh my God, we can't afford a thousand ships.” What he was talking about was all these navies, the 1,000 ships were all these coalitions working together to protect commerce wherever it is. We just don't have the resources alone, ships are more expensive; we have to operate at extended ranges. The more we work together and cooperate as coalition forces, the better off we are going to be. ☆

Will Watson, CAMM Associate Member since 2009 and current president of AdvanFort, submitted this interview for publication in Sidelights. Will Watson has been writing regularly for Sidelights since 2007.

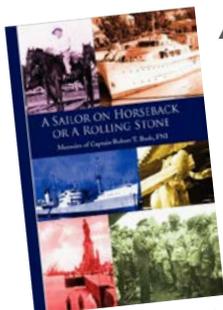


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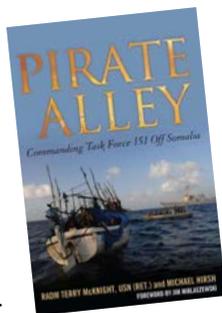
Book Releases



A Sailor on Horseback or a Rolling Stone— Memoirs of Captain Robert T. Bush, FNI

A Sailor on Horseback is a memoir of a life spent on and around the sea. Beginning with a recollection of rural life in pre-war England, with World War II seen through the eyes of a schoolboy during the ‘Occupation’, the book spans eighty years and all the world's oceans. The many strands of the memoir include nautical nostalgia, recalling seafaring in the immediate post-war era before the decline of the former colonial powers and the traditional shipping companies – trading around the Indian Ocean coasts, and in Burmese waters before the military government became established – Iran before Mossadeq and after – Saudi Arabia and the Persian Gulf in boom times and war times – happy days ashore and afloat in Australia, Canada, Mexico and the Seychelles – adventurous and exciting times working for the world's richest man – yachting deluxe on a superyacht, meeting many remarkable people in some beautiful places – good and not so good times in the shipping industry around the world.

Available in hardcover, paperback, and for download.



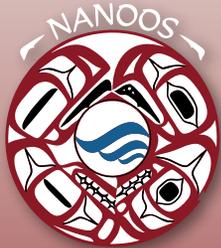
Pirate Alley: Commanding Task Force 151 Off Somalia

Admiral Terry McKnight took command of a new multi-national task force in 2009 to combat piracy in the Gulf of Aden. He directed operations that disrupted several hijackings and resulted in the capture of sixteen Somali pirates. After running head-on into a U.S. policy of catch-and-release, he realized that there was more to fighting piracy than just catching youngsters armed with AK-47s and RPGs.

McKnight retired from the Navy and began researching the problem. This book, co-written with journalist Michael Hirsh, explore every aspect of Somali piracy, from how the pirates operate to how their actions have impacted the world economy. They examine various attempts to solve the problem, including placing armed guards aboard merchant ships, and highlight the best ways to outfit ships for travel through high risk areas.

In addressing the worldwide economic impact, they note piracy costs as much as \$13 billion a year, and in 2011 took 1000 seafarers into captivity. One shipping company argues that over-reaching shipping regulations have a greater negative effect on the economy. The book concludes the U.S. government needs to take additional measures to stop the flow of U.S. dollars for ransoms payments that serves as the only reason for piracy in the region.

Available in hardcover and for download.



by Dr. Jonathan Allan
Oregon Department of
Geology and Mineral
Industries

Dr. Tuba Ozkan-Haller,
College of
Earth, Ocean and
Atmospheric Sciences
NANOOS

Mapping the Wave Climate in the Nearshore Offshore the Pacific Northwest Coast

How NANOOS is working with coastal wave modelers to provide information on wave conditions offshore the coasts of Oregon and Washington

wave “climate” (i.e. the heights, frequency and direction of wave approach) offshore any coastline is critically important to the operation and safety of ships working out on the ocean, whether they are fishing boats operating close in to the coast or large container ships traveling across the expanse of the ocean. In the Pacific Northwest waters within the domain of the Northwest Association of Networked Ocean Observing Systems (NANOOS), waves impact all aspects of maritime trade and there are indications that the height of extreme waves in the region may be increasing. The impact of this changing wave regime in the particular area of the Columbia River bar, which has claimed over two thousand vessels since the late 1700’s, is vitally important to understand as it is generally throughout the region.

Besides the maritime industry, information on ocean wave climates is important to many other marine stakeholders including coastal residents (be it for recreation or in preparation for a major storm), engineers (e.g. for wave energy extraction or jetty rehabilitation) and by coastal scientists for understanding hazards (e.g. risk from wave runup and overtopping and/or erosion). Around the coastline of the United States there

are numerous wave buoy stations operated by the National Data Buoy Center (NDBC) of the National Oceanic and Atmospheric Administration (NOAA), providing critical information about both existing and historical ocean conditions. However, in order to understand potential future wave conditions, the wave climate must be modeled using sophisticated computer programs that take into account basin-scale climate processes. These forecasts, spanning several days into the future, are provided at the national level by the National Weather Service (NWS) of NOAA, using their Wavewatch III (version 3.14) model¹.

The simulations, which are run by NOAA four times a day (00Z, 06Z, 12Z, and 18Z) produces forecasts of every 3 hours from the initial time out to 180 hours. The model requires use of wind forecasts from the Global Forecasting System (GFS) utilized by the National Centers for Environmental Prediction (NCEP). Wind forecasts are available at roughly half a degree resolu-

tion, while the final wave model forecasts are ultimately provided at quarter degree resolution.

In March 2010, NANOOS began repackaging the NOAA Wavewatch III forecasts (wave height and period), making them available through their NANOOS Visualization System (NVS²) mapping portal (Fig. 1). The purpose here was to meet a core objective, which is to make such information more easily accessible to the broader maritime community in order to better assist with their operations, safety, and commerce. In addition to making Wavewatch III data more easily accessible, NANOOS software engineers developed a “compara-

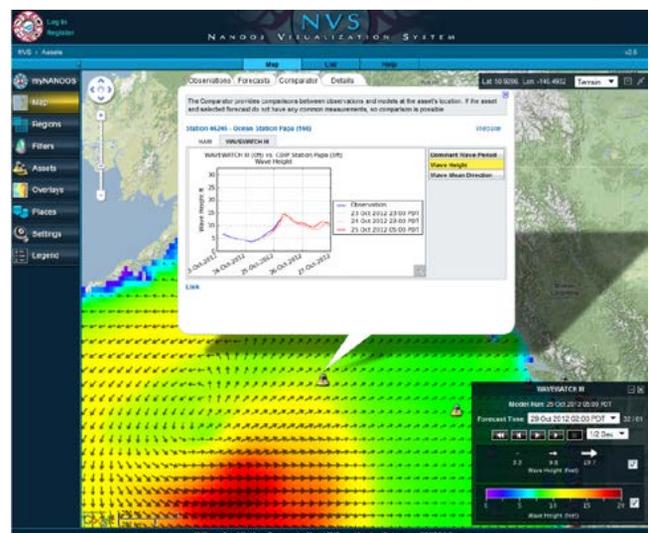


Fig. 1: North Pacific Wavewatch III forecast overlay for October 29, 2012, along with the NVS “comparator” tool showing comparisons between the model predictions and the measured waves at NDBC 46246 (Papa).



tor” tool that provide a direct comparison between the measured waves at individual stations and the forecast waves at the same location (Fig. 1), enabling the user to gain confidence in the model forecast. The model run overlays can be visualized for specific dates and times of interest or looped as a movie showing the progression of storm systems as they track across the North Pacific Ocean.

To further improve the accuracy and applicability of the NWS Wavewatch III model in shallower areas such as across the continental shelf and adjacent to the coast, scientists in the College of Earth, Ocean, Atmospheric Sciences at Oregon State University begin developing an experimental forecast of wave conditions along the Oregon/Southern Washington Coast (Fig. 2). The model is a high-resolution (30 arc-second) nearshore wave forecasting model that spans the region from the Klamath River, in California (41.50°) north to Taholah, Washington (47.35°). The spatial resolution used here is much finer than the quarter degree resolution used by the NWS forecasts. The high spatial resolution allows for the inclusion of shallow water bathymetric features (e.g. banks, canyons, etc) and, therefore, accounts for the wave transformation due to these features. The model is essentially Wavewatch III but with the shallow water physics turned on, and importantly the inclusion of detailed bathymetry.

Hence, these new forecasts cover water depths much shallower than the routine forecasts produced by the National Weather Service, essentially bringing the waves into just outside the surf zone. The forecasts are updated daily at 0200 UTC and provide insights into conditions from the initial time out to 84 hours. To reduce the number of overlays provided through NVS, NANOOS product developers merged the NOAA NCEP low-resolution northeast Pacific domain for regional wave conditions and the OSU high-resolution Oregon domain for localized, nearshore wave conditions, resulting in a single overlay (Fig. 2) that can be easily viewed within the NVS

mapping portal.

To further assist mariners operating along our coastline, NANOOS product developers and OSU scientists are exploring a suite of new wave climate products that may be of interest to the maritime industry including the provision of virtual wave buoy stations spaced 1-2 km along the length of the coast. These “virtual” buoys provide information specific to the particular location (i.e. wave height, period, frequency and energy spectra) and are analogous to the existing instruments currently operating along the Oregon coast. Furthermore, NANOOS product developers are also exploring a new situational awareness capability that will enable users to visualize the current conditions for all stations (both virtual and instrumented). ☆

1. <http://polar.ncep.noaa.gov/waves/index2.shtml>
2. <http://www.nanoos.org/nvs/nvs.php?section=NVS-Assets>

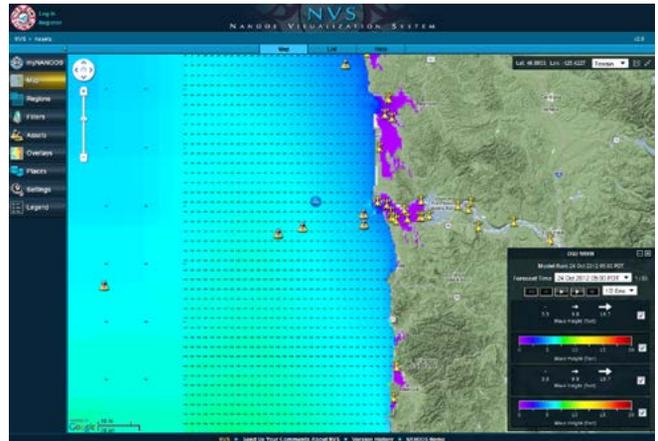


Fig. 2: Merged low/high resolution Wavewatch III product developed by OSU scientists and NANOOS.

The Northwest Association of Networked Ocean Observing Systems (NANOOS) is the Regional Association of the national Integrated Ocean Observing System (IOOS) in the Pacific Northwest, primarily Washington and Oregon. NANOOS is a partnership of over 40 entities, including industry, state agencies, local governments, tribes, non government organizations, and educational institutions. NANOOS has strong ties with the observing programs in Alaska and British Columbia through our common purpose and the occasional overlap of data and products.

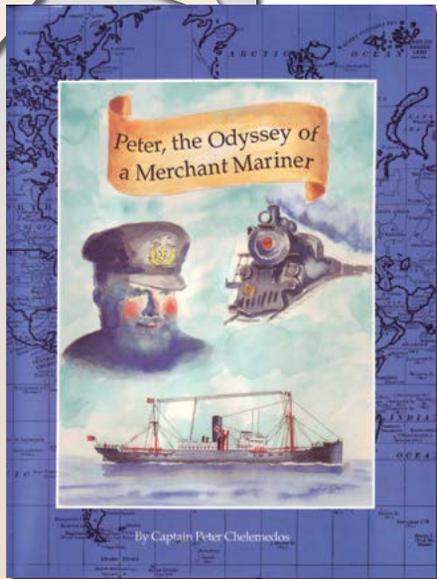
NOAA and American Pilots’ Association sign Memorandum of Agreement to advance safe navigation

Press release: October 18, 2012 by NOAA Office of Coast Survey

Dr. Kathryn Sullivan, NOAA Assistant Secretary of Commerce for Environmental Observation & Prediction, signed an agreement today that recognizes the long-standing working relationship between marine pilots and NOAA’s navigational services. Coast Survey has a long-term working relationship with the American Pilots’ Association, whose members include virtually all of the 1,200 state-licensed marine pilots working in the 24 coastal states and the Great Lakes. This agreement updates an earlier collaborative agreement between APA and NOAA.

Dr. Sullivan and Captain Michael Watson, APA president, signed the MOA this morning, during the APA annual meeting.

The MOA lays out specific cooperative activities to promote safe navigation. Among a wide range of provisions, it encourages the 57 APA-member pilot groups to provide information to update NOAA’s nautical charts and the U.S. Coast Pilot. The MOA will also facilitate timely investigations of apparent discrepancies between actual and charted features, which could pose dangers to navigation or adversely affect shipping efficiencies. ☆



by Captain
Peter Chelemedos
#1671-R

Peter, the Odyssey of a Merchant Mariner

Chapter 13: SS WEST JAFFREY April - November 1941

I found that Kay had left New York and returned home. I didn't know where her home was, so after paying off from the *CATHLAMET* at New York in late March, I took a quick trip out to Silvis and Davenport for a visit while waiting for my dispatch card to "age." (The dispatch system was such that the oldest card thrown in for a job posted had the first choice).

After blowing nearly all my money on the trip to Davenport, it was time for another trip to sea. At the National Maritime Union hiring hall, I threw my card in for a Red Sea trip on the *SS WEST JAFFREY*. I phoned Beverly to ask if there was anything I could bring back from Egypt for her. "Well," she said, "I've never seen a mummy."

I said, "I'll see what I can do."

WEST JAFFREY was a ship built during the first World War and had been laid up in New Orleans since early '20s. She was brought up to New York, given a new coat of paint and a cursory overhaul, and loaded with the first Lend-Lease cargo to the British and their army in Egypt.

There were rumors of submarines and sea-raiders operating in the South Atlantic along our route around Cape of Good Hope. We had a large American flag painted on each side of the ship, lit up at night by floodlights to make any lurking submarine aware that we were a "neutral" ship. This cargo consisted of sacks of flour, canned goods, and tanks for the army fighting Rommel in the North African desert.

Having been laid up for so long, the ship's machinery was not in the best of shape. Consequently, most of the voyage was spent drifting around the ocean while making repairs to different parts of her engine and other auxiliary equip-

ment. Our steaming time averaged about eighteen hours a day plus the drifting, all the time maintaining radio silence and a sharp fear of the unknown attitudes of the German raider fleet.

We had in mind the reports of the disappearance of the Egyptian ship *ZAM ZAM*, which had been transporting refugees, including 138 Americans, back from the Middle East to the West. Also, the sinking of the American ship *SS ROBIN MOOR*, which had been ahead of us on our route around Cape of Good Hope.

Since our evaporators were not working our ship ran short of fresh water. We put into St. Helena Island and spent five days at anchor while replenishing our supply from a barge that could only bring out five tons at a time. On Sunday, the British army invited us ashore and conducted us on a tour of the island to Napoleon's quarters and tomb, and back to the ship again.

While waiting on the beach for the trucks to take us on the trip, I got to talking with Doreen Cranfield, a native of the island, and from her learned more about the people of the island. She told me, "About the only excitement the children can make for themselves is sliding down on the pipe railing along the seven hundred steps down the cliffside into the town of Jamestown."

When I looked at that staircase climbing into the clouds along the cliffside, I said, "I hope they use parachutes."

On the trip from St. Helena to Capetown, the ship's generators went on the fritz. We entered Capetown burning kerosene running lights and using kerosene lanterns in our quarters, and even to light the compass card in the wheelhouse. One of my tasks was to

News items- April 18, 1941: Twenty-seven survivors from the SS BRITANNIA landed in Brazil 23 days after their ship was sunk by a German raider in the South Atlantic.

May 19: The Egyptian passenger ship ZAM ZAM has been reported missing for more than a month in the South Atlantic. She was carrying 340 passengers, including 138 Americans being sent on assignments to the Middle East.

May 21: American ship SS ROBIN MOOR torpedoed by U-boat in South Atlantic.

May 24: British HMS HOOD sunk by German battleship BISMARCK.

May 21: German invasion of Crete. The German air attacks on the British fleet the next few days were unrelenting. The Cruisers HMS GLOUCESTER, CALCUTTA and FIJI and the destroyers HMS JUNO, KASHMIR, KELLY and GREYHOUND were sunk. HMS WARSPITE and HMS CARLISLE were badly damaged among others during this first major air-sea battle. The British withdrew from this area to Alexandria, Egypt, leaving the southern coasts of Europe controlled by the Germans except for the island of Malta.

May 28: German battleship BISMARCK sunk in battle with British naval forces in North Atlantic.



clean this small lantern each morning. As I performed this task, I remembered the lampere job I had signed on for with the *O.A. BRODIN*. War fears and all, I was happy to be where I was.

The ship lay in Capetown Harbor over the Fourth of July. The five American ships in port, of course, dressed ship (hung out all the flags we could find) for the holiday.

On the night of the sixth, we were at the repair dock, and I again met the boys from the *CALUMET* whom I had met in New York and in Lagos earlier in the year. In return for the time we spent together in New York, I accompanied them on a tour of Capetown's night life.

At the Del Monica club bar, a British navy sailor very sarcastically asked an American there, "Say, Yank, wot're all you Yank ships dressed for the other day? Celebrating something?"

Well, as all such questions must be answered come what may, the answer was, "Yeah, celebratin' the last time we got away from the British Empire."

When we sailed the next morning, I noted several of my shipmates sported black eyes and various abrasions, and assumed they had been in last night's encounter.

The ship's course took us up the east coast of Africa through the Mozambique channel, then around Cape Guardafui into the Gulf of Aden where the heat of the desert dropped down over us. We ran short of fresh water again before we reached Aden, Arabia. There was no water obtainable there, so we proceeded on up the Red Sea, running the boilers on sea water and drinking easy on the fresh.

The generators were run slow to conserve steam, so the fans in the quarters were not operating most of the time. The sea water temperature was close to 98 degrees, and the sand in the air pervaded everything.

We were glad to get to Port Tewfiq (the harbor off the south end of Suez Canal).

But we were dismayed to find that the cafes, bars and restaurants in Egypt did not make a practice of serving ice with their drinks. Ice was available, but only in ten-pound blocks. This meant that when I asked for ice for the drink, I was given a large block of ice and a hammer and chipped my own as needed. Since it was not served in a pot or bowl but placed directly on the table, the melting ice made it necessary to recall the waiter

just as the train was starting up, which always happened when everyone was least ready for it.

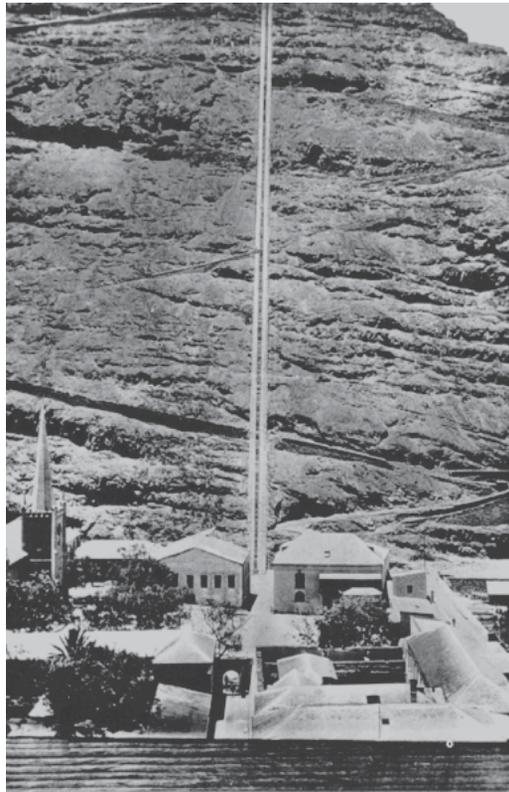
I had purchased a third-class, half-fare (military rate) ticket for the ride, using our seamen's papers, an official-looking document, for a pass. None of the train people could read it anyway as it was in English, so we rode in the first-class car. Of course, the conductor protested, but only until he got a drink of the whiskey we had had the forethought to carry. Then neither he nor we cared.

The train was scheduled to leave Port Said around 4:30 p.m., though it didn't seem to mean at 4:30. Some days I watched it pull in and out at 5:00 and some days as late as 6:30. Well, the man did say "around" 4:30. It seemed that the ticket office didn't open until five minutes before train time, and only two agents were on duty. No lines formed, so the five hundred or so would-be travelers rushed the window at the same time, then had to elbow and push their way out again when they had purchased their ticket. The train rushed madly into the depot from the make-up yards three miles away whenever it seemed convenient and, two minutes after stopping, rushed out again into the desert to stop again as I mentioned before.

All this was to comply with the wartime speed-up of everything, though I hear that before the war it took an hour and fifty minutes to make the Suez-Cairo run, though I clocked it at a bit over four hours both times I made the run.

Anyway, we reached Cairo in time to look for a "bed and breakfast" (five piastres or twenty-one cents) then went out to look over the night life. We spent an hour or so looking in on the establishments down a street whose entrance was posted "Out of bounds to other ranks." Then we went to a couple of nightclubs to drink "John Collins" (without ice unless asked for).

The next morning we were wakened
Continued on next page >>>



Jacob's Ladder (699 steps), St. Helena Island, in the South Atlantic.

often to mop up the mess.

I took a weekend off with my watch partner, Al Rosse, to take the train trip to Cairo on the Egyptian State Railway system. The only system I found connected with that railroad was its system of stopping occasionally in the apparent middle of nowhere while the engineer and conductors got out and held a conference. Stops lasted fifteen to forty-five minutes depending on whether a water fountain was handy. The stay was shorter if there was one, which added to the confusion as all the passengers rushed off for a drink and back aboard again

In the Membership

Peter >>>Continued from page 21

at daybreak to moans. It turned out to be a muezzin on a minaret across the street calling the faithful to prayer.

I found a button beside the bed that rang the thing they called a bell. It could have been a fire alarm for the noise it made down the hall. The attendant got up from his bed in the hall and broke out a frying pan and cooked up some eggs, some strong tea and some gin. And so, breakfast.

Breakfast over, Al and I hopped a street car to see where it would take us, since the destination board in Egyptian was impossible to read. The conductor came along and took the equivalent of a fourth of a cent from us and handed us a piece of paper with pictures of the pyramids on it. Later the "inspector" got on and asked for the paper. He tore it in half and handed both pieces back to us, and we rode on without interruption for a while.

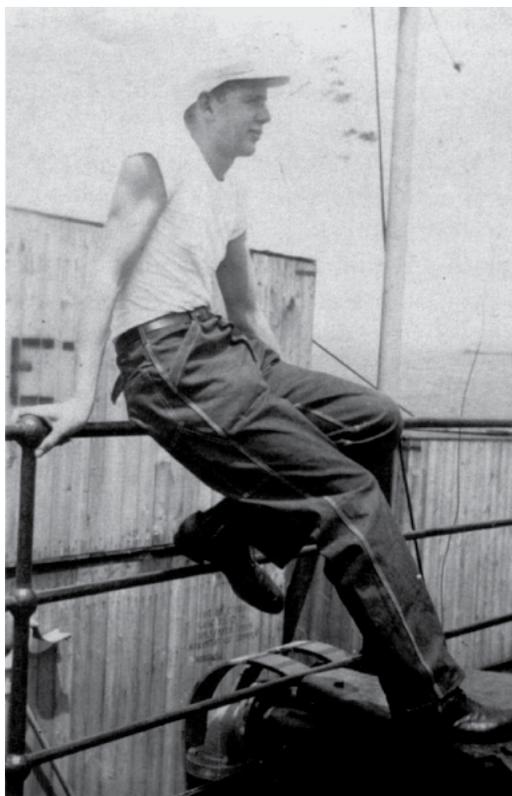
As we rode along that early morning, we watched the scenes along the Nile as the day unfolded. The sailing barges on the placid river made a picture of their own. Along the shore, the camels, donkeys, burros and the biblical-looking wells complete with oxen pulling Archimedes wheels around to pump irrigation water made another memorable scene.

We finally reached the end of the line, which was at the edge of the Nile Valley and the start of the desert, at Giza, the place of the pyramids. We left the streetcar and were immediately besieged by dragomen and donkey and camel tenders offering the use of their animals and themselves as guides on our tour of the tombs of their ancients. Each man was fighting his competitors verbally and physically to get our business. But we waived their services and walked up to the tombs in the fresh early morning air.

As the day wore on and the sands became hot in the sunshine, we saw the worth of an animal to ride. Since we had

seen most of the area by that time, we only borrowed a camel and a donkey to pose with for pictures. We then made our way back to town.

That afternoon, Al and I spent in the Mosque Market section, riding in a one-horse shay to the place, accompanied by four boys carrying drinks for us from the hotel. We reached the bazaars and dismissed our boys with their "backsheesh," and went our way through the shops of rugs and silks and perfumes and



Off watch, SS WEST JAFFREY, en route to Egypt, summer 1941.

amber, and the usual "Ramses" jewelry. Bargaining and haggling for this trinket or that, wallets and purses of camel hide, and souvenir junk they had to offer. I did get a small jade replica of a mummy case for Beverly.

One of the shopkeepers offered us chairs and, as we say, made us feel at home. He sent out for drinks for us, then proceeded to offer his line of goods. Three hours and five drinks later we started to bid him good day. But before we left, he asked me to send him the address of several American novelty

manufacturers so he could lay in a stock of souvenirs to sell to the troops coming in on leave and the tourists after the war.

We then inquired about train service to Suez and were told, "The train will leave in an hour or so." We added a couple bottles of Johnny Walker to our souvenirs and boarded the train with a basket of ice and a basket of souvenirs. We were tired and slept most of the way.

We awoke as the train pulled into Suez at two in the morning. No taxis were available, so we "borrowed" a camel and donkey from the janitor at the station, and Al and I started down the dock road in the moonlight. It was a beautiful night, a light breeze rustling the palm trees along the road. The sky was filled with moonlight, searchlights, tracer bullets, ack-ack, planes burning, bombs whistling down over the port area, and the pair of us sang "Jingle Bells" as we rode our steeds toward the dockyard gates.

Maybe that is why the MPs at the gate sent us back to town. We returned the camel and donkey and gave their owner, who was hollering loudly, a couple of piastres apiece to quiet him down. He took the money and his animals and went his way.

No space was available at the Grand Hotel Misr, so our bed that night was the concrete apron of an air raid shelter. Since the air raid was over the port area and not over the town, the shelters were locked so we couldn't go inside. A three-corner Haig & Haig bottle for a pillow left a lasting impression on my skull. My blanket was the sky scene described before.

Morning found us thus. Some guy on the second floor of the apartment building across the street saw us while opening his shutters and invited us up for breakfast. Our host was a young Scotsman, Archibald Jock, engineer on a small tanker operating up and down the Red Sea. His wife had been evacuated to Cairo the day before, so he had the run of the house and was taking advantage of it. It turned out that he didn't have



quite enough coffee for all, nor enough tea, so we mixed the leaves and grounds and brewed a beverage that none of us could drink. We had whiskey with our eggs and bacon.

We spent the morning with our new acquaintance. Later that afternoon, we opened up the cafe next door to the Hotel Grand Misr and emptied the ice chest with our drinks. This time the waiter brought a pan to the table to keep the ice in.

That night as we headed back to the ship, we found that she was over in Attica Bay, at anchor. In order to get there, we hitchhiked around the bay on army vehicles, but had to walk the last mile to the small boat jetty. It was midnight by this time, and another air raid was on. We watched a ship blown up at the anchorage area, but it went too high to have been ours since we had no ammo a board.

We found a large motor launch at the pier, her Egyptian crew asleep all over her. None of the launch crews would take us out during the raid for any amount of money. Quite a few men were on the pier waiting for transportation to their various ships, so we got together and got the ancient engines started and cast off the lines. We were well on our way to the anchorage when the crew decided we meant it and took over. They delivered us all to our respective ships, so all was well.

During the long evenings in port, our crew sat around the fantail swapping yarns. Al told about the army major who had been arrested by the MPs who caught him nude, chasing a girl down the corridor of the hotel. They charged him with "being out of uniform." At his hearing the next day, he beat the rap by proving he had been dressed in the uniform for the sport in which he was engaged.

One of the evening bull sessions brought up the story of the ordinary seaman who had been killed on a ship similar to ours as the ship was covering hatches at a port in India. The captain didn't want to delay the departure to

fill out all the forms, so he had the kid's body stowed in the ship's refrigerator and carried it back to the States. One night, the oiler was oiling in the shaft alley and saw the kid's ghost asking for a cup of coffee. On several occasions on the way homeward, various other members of the crew also saw the ghost, who apparently rode with the body and left the ship with it.

We finally discharged the balance of our cargo and sailed for Durban, South Africa.

Two days after we sailed, while I was at the wheel one morning, I heard a commotion on deck. The third mate came

open and looking at me... I come out very fast. I no go there no more."

Investigating, we found two stowaways, deserters from the British desert army hiding there. Unfortunately for them, they had picked poor Morales for their opening. Their happiness at being bound for Durban was short-lived, though, as a fireman had gotten sick and we had to stop a British troopship to put him under a doctor's care. The MAURITANIA was northbound for Suez.

After turning over the stowaways to the crew of the MAURITANIA, we proceeded on down the Red Sea, turning into the Gulf of Aden about ten that night. When



SS WEST JAFFREY, New York, May 1941.

in and took the wheel, saying, "Peter, it's your friend Morales. Go down and find out what the trouble is."

I went down to find Morales, our Puerto Rican oiler, on his knees at the rail praying over and over, "Mother Maria, they no send me there no more. I no go there no more!"

When I asked him what the problem was, he threw his arms around me and repeated his plea, adding, "Oh, Pedro, I am so frightened. I was back oiling the shaft alley and I was thinking of the story of the kid's ghost when I hear something ... 'Psst, Joe. You got a cigarette?' I look around. Is nothing there. I oil some more. I hear again: 'Psst ... Joe. You got a cigarette?'" Then I see two heads by the deck plates... covered with oil but eyes

I had gone on watch, the air temperature was about ninety-five degrees, but when we made the turn the temperature dropped to about seventy degrees. So we all bundled up for our next few watches until we got acclimated to the comparatively cool Indian Ocean breezes.

When we rounded Cape Guardafui and headed down Indian Ocean toward the Mozambique Channel, we again heard rumors of U-boats in the area and resumed our attentiveness during the hours we drifted repairing breakdowns. When we arrived at Durban, the boilers had to be overhauled, so we lay ten days between that and getting our cargo of manganese ore.

Al was put on the twelve-to-four
Continued on next page >>>

Peter >>>Continued from page 23

watch, so Don Stoker, the messman, and I teamed up for town touring. We spent our day off riding in rickshaws, lying on the beach, etc. The place seemed to be a nice resort community, and we relaxed in the sunshine.

When we sailed from Durban with a full load of manganese ore, the ship was down to her marks (fully loaded).

While rounding Cape of Good Hope, we ran into a storm with following winds. The large seas coming over the stern washed away the gratings on which we coiled our mooring lines. In doing so, the loose gratings cut off the tops of the air vents around the poopdeck. A door on the midship house was also torn off and managed to sever the hydraulic lines from the bridge to the steering engine. For the rest of the trip into Capetown, we steered with the steam valves in the steering engine room, standing in seaboots and oilskins in the hot steamy room, occasionally sidestepping the columns of sea water pouring down the vents.

All along the trip, I had been getting copies of the sights from the mates and working out the ship's navigation for myself on a pilot chart for practice. At the ship's union meetings, I had been typing the minutes and sending typed letters to my pen pals. After repairs in Capetown, as we were headed north to Trinidad for bunkers, the captain asked me, "Where did you learn to type?"

I said, "In high school."

He said, "Call your watch partner to take over the wheel." Then he took me down to his cabin and set me to typing up manifests, letters of protests and other items of ship's business.

When we arrived in Trinidad, we started meeting outbound freighters with anti-sub guns mounted on their sterns. The ominous feeling of impending entry into the war in Europe was heavy.

Captain Stevens told me he was going to approach the company, American Export Lines, about signing me up as a cadet. However, since the Maritime Commission was setting up training

schools, the private company cadet programs were discontinued.

The day before we rounded Cape Hatteras, about 11:00 a.m., the usual engine breakdown was signaled on the engine room telegraph. The third mate started out to the wing of the bridge to answer it, and damned near jumped over the wheelhouse when he spotted a submarine surfacing about 200 yards off our port beam. The date was November 5, 1941. No armament was on these ships then, and a submarine surfacing so near!

Needless to say, the mate lost no time in sending me aft to raise a new American flag, just in case. By the time I got it up, the sub had hoisted an American flag too and steamed off on the surface. We got the engines going a few hours later and were relieved as we sailed into Baltimore.

News events for the months of 1941 we had been at sea included the landing of the passengers of the ZAM ZAM

who had been prisoners on the German Raider ATLANTIS from the time of their capture on the way to Capetown.

Germany attacked her Axis partner, Russia, on June 22. This event alone changed the face of the war as far as the Isolationists and also the Communist front organizations in the United States, whose propaganda up until that event had been to keep the United States out of the war in Europe.

September 18: Several Italian transports were sunk by the Malta-based British submarine UPHOLDER while they were en route to Benghazi. This delayed reinforcements to Rommel in North Africa.

September 23: The sinking of Russian naval units MARAT and KIROV at Leningrad by German air raids.

November 14: The HMS ARK ROYAL, pride of British Navy, was sunk in the Mediterranean by U-81. ☆

SS WEST JAFFREY



Company: American Export Lines, Inc. New York, NY

Master: Earle S. Stevens

Gross Tons: 5663

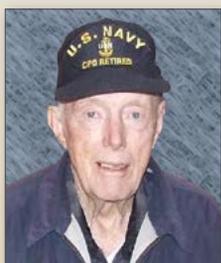
Home Port: Portland, OR

Built: 1919@ Portland, OR

Dimensions: 410' x 54' x 28'

The Freighter, SS WEST JAFFREY, was stranded and wrecked on Harriet Ledge off Halfbald Island, Nova Scotia (43-36 North/66-02 West) at 2350 EWT on February 8, 1942 while en route from Boston, Massachusetts to Halifax, Nova Scotia. She carried a crew of 38 men plus an Armed Guard of fourteen. There were no casualties. The ship was declared a total loss on February 13th. Photo courtesy of Mariners Museum, Newport News, VA.

World War II YP boats patrolling Dutch Harbor



by Captain
Jackson Davis
#1644-R

Take a bunch of Purse Seiner boats, add a closed wheel house on the upper bridge, and mount a fifty-caliber machine gun on top with armor piercing

the pressure hull of enemy submarines, should they surface. A sonar was installed down in the bow for harbor patrol duties. Put a deck over the fish hatch and add Navy officers' quarters. Mount two 20-millimeter guns on the after deck and two racks of depth charges on the stern. Our top speed of eight knots caused us to set the charges for their maximum depth. No point in blowing all the caulking out of our wooden seams. YPs were great training for new ensigns and handy work boats for odd jobs.

At Dutch Harbor, we took our turn patrolling the outer harbor. In addition, we landed mail and stores to radio direction teams located on other outlying islands. We had two dories to land stores and mail through the surf. No radar in those years. It was easy going in, but a real task getting back out against head winds and seas. The radio crew were not happy when we got their stores wet when coming ashore — and we got everything wet. When the winds were in the wrong direction, the airplanes could not land on the hillside airfield. The Army Air Force had a secret air field located west of Dutch Harbor on Umnak Island, a flat island which made a good place for air field. When the Japanese were attacking

bullets to Dutch Harbor, they were surprised to be penetrated from the West.

Our occasional mission was to sail down there and pick up mail near a sheep ranch. We had to hear comments about wearing knee high rubber boots. Another chore was to land stores and crew replacements for the Scotch Pass light house located at the south entrance of Unimak Pass. One time when starting to head back to Dutch Harbor, a SE gale came up. I crawled out on deck with a hand held anemometer. It registered 120 knots when one of the cups blew off. Unimak Pass has a natural narrow ventral tube. We put stern to the wind and headed out into the Bering sea.

A harbor east of Dutch Harbor was formerly used as a whaling station. The native population was removed for their war-time safety. Fuel oil tanks were put there to use for the Russian supply ships hauling lend lease stores from Seattle to Russia and returning through there to reload in Seattle. A Russian ship came to anchor off Dutch Harbor and requested medical assistance from the U.S. Navy. A Navy core man went out. In the attempt to take their temperature, he was met with fierce resistance. It turned out the Russians never heard of oral thermometers.

The natives on the Pribilof Island sent a call for food and supplies. We were

selected to do the delivery. Thick fog covered the Bering Sea at that time. We had a taffrail log to record distance, but we went the correct distance and there was no island to be seen. Which way would we turn? I suggested we head

Thick fog covered the Bering Sea at that time. We had a taffrail log to record distance, but we went the correct distance and there was no island to be seen.

east of the island and then head west. Fortune was on our side; the trip was canceled.

Idle time at the dock allowed us to go halibut fishing in Captains Bay when the herring runs came in. We could get lots of bait by dragging triple gang hooks up through the waters in a nearby creek.

The arrival of new ensigns replaced our old ensigns who had completed their year. I discovered the ones who had more than a years duty thought they were doing me a favor by sending me stateside for an earned vacation. I had reservations about that idea. The war with Japan was still on. Where would I be sent after leave was up? ☆

Can Fatigue Cause Oil Spills?

Numerous studies outside of the maritime industry have documented how fatigue leads to accidents on



by
Captain Jeff Cowan
#3070-R

roadways, injury during the manufacturing of goods, and mistakes during other business activity. For the maritime industry,

conventions have been set in place to address fatigue.

The International Labor Organization ratified 2006 Maritime Labor Convention (MLC) on Aug. 20, 2012 and they become effective August of 2013. Many operators have chosen to start observing the 2006 MLC early.

In MLC 2006 Regulation 2.3 – Hours of work and hours of rest, Section 5, the work hours and rest hours have been established as:

- (a) maximum hours of work shall not exceed:
 - (i) 14 hours in any 24-hour period; and
 - (ii) 72 hours in any seven-day period;or
- (b) minimum hours of rest shall not be less than:
 - (i) ten hours in any 24-hour period; and
 - (ii) 77 hours in any seven-day period.

Under Section 6, it states that hours of rest may be divided into no more than two periods, one of which shall be at least six hours in length, and the interval between consecutive periods of rest shall not exceed 14 hours. When examined closely, the differences between the maximum work hours approach and minimum rest hours approach is several hours of work time.

According to International Maritime Organization (IMO) study MSC/Circ. 1014, jet-lag occurs following long flights through several time zones or in the case of a ship, transiting from west to east through several time zones. This condition causes fatigue in addition to sleep-deprivation and irritability. It is easier to adjust to time zones while crossing from east to west as opposed to west to east. Our bodies adjust at the rate of approximately one hour per day. In the case of ships traveling from west to east, changing clocks every night doesn't allow much time to become acclimated to the West Coast California time zone. In essence, the ships traveling from Asia to the West Coast have crews already suffering the effects of jet lag and arriving fatigued.

In some areas, like California, on-ship workloads increase on the approach to port due to local regulations and requirements. Ships coming to California must address the increased work for bridge/engine teams associated with fuel switching for heavy fuel oil to distillate fuel oil (or back). Recognizing the fatigue brought on by trans-Pacific crossings and standard ship operations, it begs the question: could the increased time working and lack of rest lead to fatigue which in turn could cause an oil spill from a grounding, allision or collision?

Standard operations when transiting California has a master conning the ship into/out of Los Angeles/Long Beach (LA/LB) and then doing same for San Francisco with less than one day between ports. In addition, senior staff have additional obligations with officials coming aboard to check for compliance with regulation and vendors requiring

direction, further stressing senior staff. But the demands upon senior staff do not stop there.

In California, operations usually begin with Customs and Border Patrol inspections, and until the ship is cleared no cargo maybe discharged. Once cleared, the situation usually devolves into a marathon of activity. In some cases, the discharge of cargo may be followed with visits from California Office of Spill Prevention and Response to check on bunker monitoring and oil spill preparedness. The California State Lands Office may appear to conduct ballast water assessments. Local port firefighters check on shipboard fire fighting capabilities. The U.S. Department of Agriculture inspects for gypsy moth clusters, and the U.S. Coast Guard (USCG) checks for regulation and security compliance. Various vendors may need direction regarding stores or repairs, while the U.S. Occupational Safety and Health Administration (US OSHA) may check for safety violations. This Master once had the U.S. Center for Disease Control (CDC), U.S. Public Health, California Public Health and local County Public Health in addition to the others mentioned.

If all of this were not enough, frequently someone shoreside feels his/her business with the ship is of much greater importance than anything the master or crew could be doing even if that means intruding upon meal hours or critically needed rest. Inevitably, many shoreside visitor requests happen after the senior officers have been up since 0300.

An additional challenge occurs for crew seeking rest when an American ship comes into the U.S. from foreign

travel. The end of voyage means crew pay off with signing off/on articles for those crew leaving and staying. The master must “sign on” the new crew and make sure all of their papers/certificates are in order. This operation takes more than a few minutes.

The Convention states that the Member has responsibility to enforce the regulations but in most cases, this ultimately falls upon the ship’s master. What happens to the master if his ship suffers a loss of propulsion incident or any other reportable incident?

He must then fill out CG-2692, which if the signatory is a native English speaker, usually takes four hours. When the master is not a native English speaker, filling out the CG-2692 becomes an onerous task that could take more hours to get witness statements, drug tests and independent investigation results. If the ship master must fill out the CG-2692, that ship will inevitably have a visit from the USCG investigations and inspection team demanding the ship masters’ attention. These visitors must be placated before getting any rest.

The chief mate (CM) supervises the loading/discharge of cargo, and while in port, the chief mate is the go to person on call 24/7 for everything concerning cargo or other deckside items. Upon sailing, the CM usually stands the bridge watch as most shore terminals keep the hours of 0800-1700. Considering the CM state of fatigue, a ship master can take the chief mate’s sea watch. As sometimes occurs, the master will exceed the STCW or MLC 2006 rest requirements upon taking over that sea watch.

With this in mind, consider that the chief engineer must face the challenge of first switching fuel for the Emissions Control Area then five or so hours later switching fuel again to distillate in order to comply with the California mandate for those ships coming within 24 miles of the coastline. If that ship is coming into San Francisco and heading up river to Stockton, the chief engineer will usually be up for an additional 8-hour transit if the other senior engineer is not up to the task. If the ship is only going

to Oakland (a 2.5 hour transit), upon docking the chief assumes the duties of person in charge of bunkering (refueling). Aboard a typical container ship, bunkering could take eight hours and upon completion, the chief and bunker surveyor go over the tankages. Trying to agree upon the amount of delivered fuel easily adds another hour. If repairs have been performed or stores loaded, the chief will look these items over before resting. Unfortunately, it is not unusual for a chief to be up 20 hours in a 24-hour period.

Industry has a term that originated with the military known as “gun decking,” defined as filling out a form to appear to be in compliance. Regulators define that as falsification of a log. If an investigator looks over the bell book (known as the rough log) and compares it with the rest log, inconsistencies easily appear to the trained/ experienced investigator.

The paradox that many masters face is if the ship master or crew fill out the rest log properly with less than the required rest, the ship may be subject to detention until that crew is rested. Meanwhile that master will be flown home to be replaced by a master who can manage the crew rest periods better (most likely by gun decking).

Project Horizon conducted by the Warash Maritime Academy in the United Kingdom (UK), the Chalmers University of Technology in Sweden and others simulated the effects of the watch schedules on sea going participants in a controlled environment. The 6-on 6-off schedule was obviously conducive to fatigue (anyone in the maritime community with 6/6 experience would confirm).

Project Horizon data “indicates that the probability of danger at sea will be highest when night watches are combined with prior reduction of sleep opportunities, and exacerbated by passages through narrow or very densely travelled waters, or during reduced visibility.”

The characteristics aptly describe the California coast around the LA/LB complex and the San Francisco Bay Region.

One of the better references of shipboard fatigue can be found in *The Human Element* by the UK and Maritime and Coastguard Agency (MCA).

It reports that “the Standard P&I Club estimates that over a recent 10-year period, insurance claims cost the P&I industry US\$15 billion. That’s US\$4 million dollars every single day. Over 65% of this vast payout – an amazing US\$10 billion – was for incidents in which humans played the dominant part.”

“The International Union of Marine Insurance (IUMI) declared 2006 to be a catastrophic year for hull claims. The next year, it was four times worse.”

It also states that “if the numbers of people fall short of what is required to carry out a task, then workload, fatigue, stress levels and sickness are increased; short-cuts are taken, and the safety culture is compromised by demotivation, low morale and absenteeism. Management efficiencies (in the form of staff cuts) often result in unsafe working efficiencies (in the form of short-cuts), a decrease in thoroughness and an increase in the number of mistakes – all made worse due to fewer people having less time to prevent those mistakes developing into something worse.”

One commonality exists with the fatigue issue over the many incidents in the years since the *EXXON VALDEZ* disaster: studies. For every incident cause that is attributed to fatigue, there is a study. How many studies does the international maritime community need before acting in a meaningful way?

The Human Element states, “Most seafarers think the most effective ways of reducing fatigue are to increase manning and reduce paperwork — rather than to increase leave or introduce tougher laws.” What path does the maritime industry take? Attend to ship crews aboard ships or to operating company bottom lines in a competitive and unforgiving business? ☆

Captain Jeff Cowan sailed aboard various containerhips as Master, capping a 35-year sea-going career.

Secretary-General Report



by
 Captain John Dickie
 Secretary-General
 IFSMA

A lot has happened since the last article was written and I hope you will bear with me if I concentrate on the subject matter of the criminalization of the seafarer

and Masters in particular. I spoke on this subject at the Safety4Sea Forum in Athens, Greece at the beginning of the month and there appears to be a lot of misunderstanding as to whom and what will represent the Master in such cases. My argument is that the rule of common law must be applied and that is that a person is presumed "innocent until proven guilty;" not "guilty until proven innocent." This is a contentious issue and I do not believe that all seafarers are innocent. The core issue here is that they have access to proper legal representation and that their case is heard fully and independently.

The case of the *OCEAN ATLAS* in South America highlights this problem. With paperwork in order and all forms completed, but then the master is taken ashore and the ship spends three weeks detained before being released, and it is said to have been an administrative mistake. I sincerely hope that all members of the crew have recovered from this ordeal. Being American I believe that they will, but it is still an unwarranted stressful situation. I choose this incident because it is relevant to American seafarers and brings home that the world is a changing place where such incidents can occur when

least expected. It can happen to seafarers of any nationality and in any place. All too often these events take place in countries that have a legal framework that at the least is suspect. One of the projects at the IMO that I have been involved with is the preservation of evidence. This came about due to the IMO paper LEG 99/INF.2 (10 February 2012) titled "Draft Guidelines on the collation and preservation of evidence following an allegation of a serious crime having taken place on board a ship or following a report of a missing person from a ship, and pastoral and medical care of victims" which was submitted by Philippines, the United Kingdom and the Cruise Lines International Association (CLIA). This paper left the master exposed and I quote "The overarching role of the Master is to ensure the preservation of life and the safety of passengers and crew. Therefore, the care of the passengers and crew should take precedence over any concerns related to the preservation of evidence." This is not acceptable. And the assumption is that crimes involve only passenger ships, which is not true. There are a number of rising incidents that can be construed as criminal acts and should have been investigated and not swept aside for the operation of the ship. This is a complex situation with many players in the mix from different bodies of the shipping industry and it is going to be difficult to resolve. My concern is that no master whether member or not is left exposed. The reply to this paper on behalf of IFSMA was led by Charles Boyle of Nautilus International along with assistance from me and Allan Graveson. The reply has been submitted and once it has been reviewed and commented on the result will be posted

on the IFSMA website along with other supporting documents so that members can follow the progress.

I am not a salesman and never will be; the number of times I hear of seafarers coming forward after the event when they believed that the P&I Club lawyer was there for them and it was not so. I would not criticize the P&I Clubs as in a number of cases they have done excellent work and gone beyond their remit, but mariners must be aware of the fact that they represent the ship-owners interest first. That was why they were formed.

Regrettable as it is there is a need for mariners and in particular masters to look at having personal insurance for professional liability. There are a number of different policies to be had which vary in the cover that is provided, but I would advise that the MasterMarinerProtect is looked at first and others judged against it. I have coming across my desk a number of cases where masters have lost everything. This is regrettable and in most cases they were not to blame, but where the incident took place left them exposed.

There is a task force regarding criminalization comprising Executive Council members and the Secretariat researches into incidents and passes information to them, but this is after the event. To assist in this particular work I would ask if any reader comes across or is made aware of a criminal incident involving ships or seafarers to please forward it IFSMA HQ direct, or via Captain Jerry Benyo, so that we can build a proper set of data on how seafaring is changing.

Working towards stopping the criminalization of seafarers is one of the subjects I will always fight for. 🌐

CAMM Representative attends IFSMA AGA



by
Captain Jerry Benyo
#773-R
IFSMA VP &
Executive Council
CAMM Representative

passed 12 resolutions, which were published in the last issue of *Sidelights*. I informed the AGM of CAMM positions which included:

- Criminalization of Shipmaster, fully supporting IFSMA.
- Ports of Refuge: allow ports of refuge instead of forcing ships to sea.
- Support of IMO proposal to reduce working hours limit.
- USCG to change policy regarding shore leave for crews.
- Support IFSMA regarding watch standers (rather than technicians) on bridge equipment.
- Support IFSMA position for lifeboat load release hooks and standardization.
- Support IFSMA position on celestial navigation competency for deck officers.

Piracy

Then-IFSMA Secretary-General Rodger MacDonald reported that the MSC agreed no interim guidance to provide maritime security companies (PMSC) providing privately contracted armed security personnel (PCASP) aboard vessels transiting high risk areas off the east coast of Africa. This has been highly successful to date.

I was pleased to attend IFSMA's 38th Annual General Assembly in Copenhagen last June, as both a Vice President in IFSMA and as CAMM's representative. IFSMA

Considerable discussion occurred on how the international community should deal with issues relating to the deployment of armed security personnel (PCASP) on board ships and the carriage of arms aboard. Finally MSC agreed interim guidance to provide contracted armed security personnel on board ships in the high risk area. This guidance covers:

- PMSC professional certification.
- PMSC company requirements.
- Management, including recommendations on selection, vetting, and training of personnel for a PCASP team.
- Deployment considerations, addressing specific aspects of PCASP deployment and role of PMSC in ensuring efficient and successful deployments, including communications with ship owners/operators, including recommendations relating to management of firearms and ammunition from embarkation to disembarkation and use of force.

MSC agreed the (ISO) should develop international standards for PMSCs.

Check out www.vvarrisk.no for useful info on armed guards on Norwegian ships. Presently when warning shots are fired on the pirates it halts the attack. Hans Sande, who presented paper on this, explained long range rifles are in use. He also stated that if a genuine link shows between terrorism and piracy the USA will invade Somalia.

Danish Maritime Officers published *Coping With Capture — Hostage Handbook on Somali Pirates* in 2012, cost \$35.00. The book should be available to all ships transiting where Somali pirates are in operation. Its content covers the Somali Pirates, pirate attacks, boarding, citadel and safe rooms, capture, transit-

ing to anchorage, holding team, weapons handling, period of captivity, looting and stealing, life as a hostage aboard, life as a hostage ashore, surviving mentally and physically, interacting with captors, cultural awareness, pirates' religion and superstitions, naval forces, the negotiations, torture, ransom, and release, the family, pirate weapons, and vocabulary.

To date, the maximum ransom has been in excess of US\$10M, and up to 20 months of being held as hostage.

Passenger Ship Safety

With regard to *COSTA CONCORDIA* official marine investigation report MSC agreed on a number of measures should be implemented immediately. This includes:

- Carriage of additional life jackets around the vessel, so passengers do not have to return to a cabins to retrieve life jackets.
- Review adequacy of the emergency instructions on ships.
- Muster of embarking passengers prior to departure of every port if the duration is 24 hours or more.
- Limiting access to bridge to those with operating duties.
- Ensure the ships voyage plan takes into account IMO's guidelines for voyage plan.

MSC approved new SOLAS requirements to require ships to have plans and procedures to recover persons in the water.

It was suggested that passenger ships would be safer with double skins. This will be looked into.

Adoption of SOLAS amendments

MSC adopted following amendments to be in force on 1 January 2014:

Continued on next page >>>

Benyo >>>Continued from page 29

- SOLAS Reg 11-118-1. Mandatory requirement for new passenger ships to have on board stability computers to assist the master in a flooding casualty.
- SOLAS Reg 111120.11.2. Testing of free fall lifeboats.
- SOLOS Reg V/14 Evidence of min. safe manning.
- SOLOS Chapter VI-Prohibit blending of bulk liquid cargo during sea voyage.

Adoption of Load Line Amendments

MSC adopted amendments to regulation 47 of Int. Convention on load lines to shift winter season zone off southern tip of Africa further southward by 50+ miles.

Other issues:

- MSC adopted revised performance standards for voyage data recorders.
- Approved adoption of MSC91 the draft revised code on noise levels onboard ships.
- Approved an MSC circular on pilot transfer arrangements.
- Approved MSC circulars on revised guidelines for the design and approval of fixed water-based FF systems for RO/RO spaces.
- Adopted amendments to the guidelines for design and construction of offshore supply vessels.

Astro Navigation

Highlighted risks of total reliance on GNSS. Note both the UK and USA are refocusing on training astro navigation in case of GNSS denial.

Conclusion

Captain Rodger MacDonald retired as Secretary-General and is replaced by Captain John Dickie. Captain MacDonald was nominated and approved as the new Honorary Auditor.

IFSMA President Captain Christer Lindvall, on behalf of the Executive Council and all IFSMA members thanked Rodger for his devotion to IFSMA and all its members over the past 11 years. Furthermore, Rodger was nominated and approved for Honorary Member of IFSMA by the president.

IFSMA AGA schedule for years ahead:

- 39th (2013) AGA: Melbourne, Australia, April 10/11/12.
- 40th AGA (2014): Pakistan or Ireland.
- 41st AGA (2015): Chile.

The president thanked all the associations who participated in Copenhagen and wished all a safe trip home. 🌐

Bulgarian Shipmaster remains in Panamanian jail

In February 2012, *Sidelights* reported Bulgarian shipmaster Captain Svetlozar Lyubomirov Sobadzhiev was arrested in March 2011 when 168 kgs of drugs were found in the bow thruster compartment upon docking in Cristobal, Panama.

CAMM, upon request by the Bulgarian Shipmaster's Association, aided in finding defense counsel for Captain Sobadzhiev. Defense funds have been depleted in fact-finding efforts and to evolve a detailed chronology of events. We cannot realistically predict time and cost parameters, for we know the job is only done when Captain Sobadzhiev is freed. Counsel has already put in many hours *pro bono publico* in this endeavor, but additional funds must arise to continue efforts.

There is nearly a strict liability standard for drug cases in Panama. This means that once drugs are found aboard a vessel and it is determined that the Master was in charge, that an extremely strong defense is required to change the presumption of the government that the Master is closely involved and therefore is a culpable party and likely guilty. Moreover, there are other difficulties in drug cases in Panama: the Prosecutor is not allowed to charge the detainee with a lesser offense, and there is no provision for bail bond. Therefore the Master could be detained as if lawfully incarcerated. Sentences for drug-related crimes in Panama are very long.

There has been much on-going activity in support of the efforts to liberate Captain Sobadzhiev through means outside the courtroom.

The Bulgarian Shipmaster's Association has opened a donor

account in assistance to the relatives in collecting the funds needed. Here are the bank details:

Societe Generale Expressbank, Transportna Branch,
Varna, Bulgaria
BIC: TTBB BG 22
IBAN: BG51 TTBB 9400 5525 7756 73 USD
Holder: Bulgarian Ship Masters Association

Withdrawal condition is a BSMA administrative board formal decision and informing Captain Sobadzhiev's family. As discussed with the lawyer, the funds must be given to the family, as they alone can take decision on hiring a lawyer and undertaking lawful actions.

Send letters of support

Father Sinclair Oubre, Chaplain for The Council of American Master Mariners, encourages CAMM members to write to Captain Sobadzhiev in prison in Panama. The BSMA will forward any letters to the captain.

Letters of support may also be written to family members, friends and the BSMA.

Letters may be also written to Panamanian and Bulgarian authorities for fair treatment of seafarers and urge them to resolve these issues. Please clearly mark the recipient of letter; the BSMA will forward accordingly. Address letters to:

Bulgarian Shipmasters' Association
17 Panagyurishte Str.
Varna, Bulgaria 9000
email: chairman@bsma-bg.org



Company of Master Mariners of Canada

The Company of Master Mariners of Canada is a professional association for those qualified to command. It was established to encourage and maintain high and honourable standards within the nautical profession, further the efficiency of the Sea Service, and uphold the status, dignity and prestige of Master Mariners.

Evacuation data for large passenger vessels at sea



by Captain
Geoff Vale
CMMC Past Master

ed “Project Safeguard”. The exercises were conducted with passengers during routine sailings between the ports of Kristiansand, Norway and Hirtshals, Denmark, approximately a 75 mile passage with a time of 3 hours and 15 minutes.

Between both trials a total of 1769 passengers were assembled. On Day 1, 902 passengers and on Day 2, 867 passengers. As part of the data collection exercise, passenger response time data was collected using video cameras, and passenger movement data was collected using a novel infrared (IR) based position logging system. This paper briefly describes the development and testing of the data acquisition system and briefly discusses preliminary results.

Introduction

Understanding how people behave in emergency situations within maritime settings is vital if we are to:

- Design and develop evacuation efficient vessels and procedures.
- Train crew in the management of evacuation situations.
- Develop reliable ship evacuation models and regulate the design and operation of vessels.

An essential component of this under-

In September 2009, two assembly exercises were conducted at sea, on board the RO-PAX Ferry *SUPERSPEED 1* by team members of the EU fund-

standing is the collection and characterization of human performance data. Unfortunately, little data related to passenger response time on full scale evacuation data in the maritime environment exists. In the first International Maritime Organization (IMO) document to specify protocols for the use of ship evacuation models in the analysis and certification of passenger ship design, IMO-MS-Circular 1033 an arbitrary uniform random distribution was set to set the response time behavior of passengers. It has been shown that this is unrepresentative of actual passenger response time and liable to produce incorrect or misleading conclusions concerning the suitability of ship design for evacuation. As part of the EU Framework V project *Fire Exit* (G3RD-CT-2002-00824) passenger response time data was collected for a passenger ship at sea. This data was accepted by IMO and used in the formulation of IMO-MS-Circ. 1238, the modified protocols for passenger ship evacuation, analysis and certification. However the response time data by *Fire Exit* related to only a single passenger vessel.

As such the data cannot be considered as representative of passenger ships in general. The IMO Fire Protection (FP) Sub-Committee, in their modification of MS-Circ. 1033 at the FP 51 meeting in February 2007 invited member Governments to provide “... further information on additional scenarios for evacuation analysis and full scale data to be used for validation and calibration purposes of the draft revised interim guideline.”

To this end, Project Safeguard was

proposed and successfully funded through the EU 7 program. The project aims to address this IMO requirement by providing relevant full scale data and proposing and investigating additional benchmark scenarios that can be used in certification and analysis. Six full scale data sets will be collected as part of Safeguard—two trials on each of three different types of passenger vessels.

This paper concentrates on the first two data sets collected, as the first vessel, a large RO-PAX ferry, operated by Color Line AS, named *SUPERSPEED 1*. This vessel can carry approximately 2,000 passengers and crew, and over 700 vehicles. It operates on the route between Kristiansand, Norway and Hirtshals, Denmark, as previously noted.

This ship contains a mixture of spaces spread over three decks, including:

- Business and traveller class seating areas, (named airline type seating);
- Large retail and restaurant/cafeteria type areas;
- Bar areas;
- Indoor and Outdoor general seating areas and general circulation spaces.

Assembly areas

The ship has four assembly stations, three located on deck 7, being (Assembly Stations A, B and C), and one located on deck 8, (Assembly Station D.) Assembly stations B and C are located on the outer decks, whilst assembly stations A and D are internal.

Three types of data sets were collected in each trial. The first consisted of response time data collected using

Continued on next page >>>



evacuation >>>Continued from page 31 video cameras positioned throughout the vessel. Some 30 battery powered mini-digital cameras were used to collect the response time data. The cameras were located at strategic points throughout the vessel to record not only the time at which the passengers respond but also the nature of the activities that they were involved in at that time. The second type of data collected comprised validation data for ship based evacuation models. This consisted of starting locations of passengers, arrival time at the designated assembly stations and the paths taken by the passengers from the start location to the assembly station. This data was collected using a novel data acquisition system consisting of 30 infrared (IR) Beacons, each emitting unique IR signals and data logging tags worn by each passenger. The third type of data consisted of a questionnaire completed by each of the participants.

Data collection method

Previous methods have not been successful. Video footage to even track 1,000 people through three decks, as with *SUPER SPEED*, is tedious and difficult due to having to track through tens of different video camera locations. A bird's eye view (required) is often not available due to low headroom on most vessels.

Consequently a different system was devised passive Radio Frequency Identification (RFID) and infrared (IR) Position logging devices are mounted throughout the vessel that generate uniquely identified radio frequency or IR fields-gates. Passengers wear a device tag that allows their unique identification. As the passenger moves through the vessel and passes through the "gates" they are logged by ID and time. The wearing of the tag has to be continuous and be attached to the wearer in such manner to be comfortable and apparent to the tracking device and must be worn at all times (day and night).

The RFID relies upon a pair of antennas that generate a Radio Frequency Field (RF gate), with sufficient power to energize the tags. These then use the RF energy to transmit to the receiving antenna a signal which then sends the information to a processor that logs the unique tag (ID) and the time. The data tracked is either stored by the component that generates the RF field or an attached computer. The main difficulty with this system is that human bodies attenuate RF signals, sometimes in an unpredictable manner, thus making the placement of the RFID antenna and tags of critical importance. In large crowds especially, data can be lost.

In recent trials of RFID it was suggested that read rates "will be better than 50% if proper alignment and measurement power of reader antennas is found through experiments" in crowded situations. The placement of tags on passengers and the placement of the antennas are both critical. Many different tests as far as placing and number of people walking together were made, both in a corridor 1.89 meters in width and on the *SUPER SPEED* ferry, this latter using only 9 people (also number of tags), this was not a reliable test as it was not carried out under crowded conditions. Previously the tests in the corridor at Greenwich University returned a 75% success rate. On board the ferry, with only 9 people the success rate was 86%. This latter proved the RFID system could work within the confines of the metal environment of a passenger vessel.

The IR technology relies on a Beacon that generates a light field (gate). As a tagged passenger passes through the IR field. The IR light sensors in the tag detect the IR light, log its ID and time in the tag's memory. No data is transmitted, but the tags have to be returned to the base to extract the details from the memory. IR tags are much more expensive, but can be re-used time and time again. The beacons are inexpensive. Trials with

the IR tags both ashore and afloat, even in crowded conditions, returned 100% success rate.

Tests of IR tags

Tests were conducted on the ferry *SUPER SPEED 1* on two days, the 4th and 5th of September 2009. Children under the age of twelve years were not allowed to take part in the tests.

On the 4th Sept., the master of the ship sounded the alarm at 0820 hours. Of the 1431 passengers on board, 1296 were eligible to participate. 1170 tags were issued, but only 902 of them used their tags and participated— close to 70% of the passengers on board. 77% of the tags issued were used on the trial in some capacity. The first assembly trial was completed in 12 minutes.

The next day, Sept, 5th, the alarm was given at 0819 hours. Of the 1349 passengers on board, 1243 were eligible to take part. 1192 tags were issued and 867 passengers were given tags which amounted to 70% of the tags issued. Of the 867, most of whom took part in some form or another. Some decided not to participate and returned their tags. Over the two days of trials, 13 tags and 60 lanyards were lost.

As already mentioned, the first assembly trial was completed in 12 minutes and, on the next day the time was reduced to 10 minutes. In that time 841 passengers were assembled, and included 496 passengers who made their way to the assembly stations and 345 who were already in the assembly areas prior to the alarm being sounded. Some 26 passengers arrived after the 10 minutes time and were presumed not to have taken part in the trial, thus 470 arrived within 10 minutes. On board tests and the results obtained concluded that the IR system was better able to accurately track larger numbers in high density crowds. The RFID provided reasonable read rates but the IFR was superior.

Continued on page 35 >>>



The sinking of the Australian Hospital Ship *CENTAUR*, and the Yokohama War Crimes Trials

by Captain
Alan Knight
CMMC Member

Alfred Holt's Blue Funnel Line was based in Liverpool, England, and operated the U.K.-Far East routes, with many branch lines, including Western Australia to Indonesia, and Singapore. The company had its own training establishment, cadet ships, and was legendary for its practice of building ships which were well in excess of Lloyd's scantling requirements. It was not uncommon for ships to stay in the fleet for 50 years, and many served through two world wars.

The Western Australia to Singapore trade was very specialized. Most ports "dry" at low tide, so ships had to be strong enough to take the bottom; they had to be able to load cattle through side-doors; they had to have large open upper and lower 'tween decks to permit easy stock management; and they must be able to carry large numbers of passengers.

CENTAUR was built by Scotts Shipbuilding and Engineering at Greenock, and was completed on 29th August 1924. Her tonnage was 3222 gross, and her length was 96 metres. *CENTAUR* was propelled by a 6-cylinder, 4-stroke Burmeister and Wain diesel, one of the first British-flag ships to be so propelled, and providing 1400 bhp, sufficient for 12 knots. She could carry 50 first-class passengers, 22 second-class, and 450 cattle.

The start of the second World War ini-

tially had no impact on *CENTAUR*, but on 26th November 1941, an aircraft searching off the west coast for the missing R.A.N. cruiser *SYDNEY* spotted a damaged lifeboat with men in it, and *CENTAUR* was diverted to the rescue. Upon finding the lifeboat, food was lowered to the occupants, while one person was allowed on board to explain the situation. Initially he claimed that they were the survivors of a sunken Norwegian ship, but the man quickly admitted that he was the First Mate of the Nazi commerce raider *KORMORAN* which had sunk *H.M.A.S. SYDNEY* in a gun battle seven days ear-



PHOTO: PUBLIC DOMAIN / COURTESY AUSTRALIAN NAVAL HISTORICAL COLLECTION

Sydney, NSW. 1943. Starboard bow view of the hospital ship CENTAUR. Note the prominent red crosses and green lines on her hull. Red crosses are also attached to her funnel. The CENTAUR was torpedoed and sunk with heavy loss of life by a Japanese submarine on 1943-05-14.

lier. Unwilling to leave the ship-wrecked men, but fearful for the safety of his own crew if he allowed the Nazi survivors on board, Captain George Murray allowed 9 wounded men on board, then towed the lifeboat, toward the coast. Under tow, the lifeboat swamped, and *CENTAUR* lowered two boats to recover men from the water.

The survivors were placed in #1 Hold,

and were landed in Carnarvon.

Following the Japanese attack on Pearl Harbor, and the beginning of the Malayan Campaign, *CENTAUR*'s run was curtailed to the east coast of Australia. On 6th October 1942, *CENTAUR* was sent to Queensland, on the east coast, where she began carrying war material to the Diggers who were fighting the Japanese in New Guinea. Heavily outnumbered, they were forced to stage a series of rear-guard actions, through difficult terrain, over razor-backed ridges, through sweltering jungles where disease and infection thrived. Wounded men had to be carried for days over the shoulders of retreating soldiers in order to reach even a primitive medical facility.

The ports of New Guinea were shallow, and the existing Australian hospital ships could not enter them, and it was obvious that another hospital ship was needed. *CENTAUR* was requisitioned as a hospital ship on 04 January 1943, and converted to carry 252 bed-patients, in addition to 75 crew, and 65 permanent military medical staff. The conversion was estimated to cost AUS Pounds 20000, but ended up costing AUS Pounds 55000, when the military decided that they wanted piped hot water in all areas of the ship, in addition to better ventilation. The conversion involved installing an operating theatre, dispensary, extra washing facilities in all wards, a dental surgery, and secure "lock-ups" for persons with mental disorders, in addition to extra accommodations for medical personnel and stores.

On 12th May 1943, *CENTAUR*, under the
Continued on next page >>>



Centaur>>>Continued from page 33

command of Captain George Murray, sailed from Sydney for New Guinea via Cairns carrying 74 crew, 8 army officers, 12 female army nurses, 45 other army personnel, 192 men of 2/12 Field Ambulance, and 1 Torres Strait Pilot. The ship was painted white, with red crosses, in accordance with the requirements of the Rules for the use of Hospital Ships. She was fully illuminated, with floodlights above the red crosses.

At 0410 on 14th May 1943, *CENTAUR* was torpedoed off North Stradbroke Island, Queensland. The torpedo hit the fuel tanks, causing them to detonate. The bulkhead separating the fuel tanks from the engine room collapsed, and the fireball killed everyone on watch. The fireball swept through the open hospital decks, and those who survived the blast awoke to find their bedclothes ablaze. They were then swept off their feet by the inrush of water, as *CENTAUR* began to dive, and had to scramble up ladders down which water was pouring. In three minutes, *CENTAUR* had disappeared. No mayday appears to have been sent (probably the collapse of the main mast brought the aerials down), and as "Sparks" was not seen by any survivor; it is likely that he died in the blast. No lifeboats were launched, though Captain Murray was last seen trying to free #2 Lifeboat. Two lifeboats subsequently surfaced in damaged condition, along with damaged rafts and hatch-boards on which the survivors, some badly burned, clung. Of the 332 people aboard *CENTAUR*, an estimated 200 survived the sinking. Of the 12 Nurses, only Sister Ellen Savage survived, and she was suffering from broken ribs, and facial injuries, and was jammed into an overcrowded raft. Had anyone moved, the raft would have capsized, so she yelled first aid instructions to the other survivors. She was awarded the MBE for her dauntless behaviour.

The survivors drifted for 36 hours, fighting off sharks and exhaustion before

they were spotted by a patrol airplane which directed the *U.S.S. MUGFORD* to rescue them. By that time, there were only 64 survivors.

The survivors were landed at Brisbane and taken to city hospitals.

The identity of the submarine remained unknown, but several survivors reported seeing it moving through the wreckage after the sinking.

In June 1943, the Australian government set up a Japanese Atrocities Commission under the Chief Justice of Queensland. In June 1944, it became the Australian War Crimes Commission. 32 categories of war crimes were listed, including "the attack and destruction of Hospital Ships." The formal investigation began in August 1944. 37 witnesses were interviewed, including 34 survivors. The possibility that the ship had hit a mine was reviewed, but discarded, as the water depth at the site of the sinking exceeded 2000 metres. The AWCC found that *CENTAUR* had been torpedoed by an unknown submarine, and recommended that the case be submitted to the U.N. War Crimes Commission which was to be formed.

When Japan surrendered in August 1945, the International Joint Commission was established to try Japanese war criminals. The *CENTAUR* case was handed to Lt. John Getty, son of oil millionaire John Paul Getty. It became apparent to Getty that many of the relevant documents and log books had been destroyed, accidentally or deliberately, and that he would be heavily dependent on eye-witness testimony. Getty researched Japanese submarine operations off the eastern Australian coast, and found that the 3rd Submarine Flotilla, based in Truk, had been in command of operations off the east coast of Australia. Getty questioned Rear-Admiral Komazawa, C/O of the 3rd Submarine Squadron, about the movements of his submarines. At the time of the sinking of *CENTAUR*, four submarines had been on patrol off the east coast, namely, I-11, I-177, I-178,

and I-180. I-178 had failed to return from the patrol. Getty then called the surviving submarine commanders in for questioning. I-177 had subsequently been sunk, and only its commander, Nakagawa, who had previously left the ship, was still alive. When Getty questioned him, Nakagawa denied sinking a hospital ship, and was vague about the dates of the patrol. His story kept changing. Getty was suspicious, and had Nakagawa put on a "watch list" so that his mail could be opened. However, the fact that I-178 had failed to return, and that all of the crew of I-177 were now dead, and unable to testify against their former commanding officer, gave Nakagawa an alibi that was impossible to break. Getty was never able to obtain enough evidence to prosecute Nakagawa for the sinking of *CENTAUR*.

When Getty was de-mobilised, he handed the *CENTAUR* file to Lt. Bill Salter, RNVR. Salter, unusually, spoke fluent Japanese, and could read Kanji pictograms. He, too, questioned the surviving submarine commanders, and wanted to question more senior officers, but neither the Japanese authorities, nor the Supreme Command Allied Pacific were helpful. Worried about unrest amongst the large numbers of angry soldiers who were being re-patriated, and fearing rebellion, they needed the co-operation of the Japanese leaders. However, Salter was a persistent man, and he tried another route. He read every action report involving Japanese submarines, and after weeks of work, found a report of the sinking of the British tanker *BRITISH CHIVALRY* in the Indian Ocean in 1944 by I-37, commanded by none other than Cmdr. Nakagawa. After torpedoing the tanker, the submarine machine-gunned the survivors in the water. Amazingly, several survived, and after drifting for 37 days in a lifeboat, they were rescued. Salter did not now need to subpoena senior Japanese officers; he had eye-witness statements identifying I-37 and Nakagawa. Faced with this evidence,



Nakagawa pleaded guilty to the murder of 20 crew-members of the *BRITISH CHIVALRY*, and was sentenced to 8 years hard labor. It was not what Salter wanted, but he had the satisfaction of having Nakagawa declared a war criminal.

Only in 1979, with the publication of Admiral Sakamoto's book *The History of Submarine Warfare*, was it admitted that I-177 had reported sinking *CENTAUR*.

The memory of the sinking of *CENTAUR* remains strong in Australia. The Centaur Memorial Fund for Nurses operated Centaur House, a home-away-

from-home for nurses for many years. A stained-glass window at Concord Repatriation Hospital depicts *CENTAUR*. A cairn at Coolangatta, Queensland memorializes the ship. When the wreck was finally located by *SEAHORSE SPIRIT* (this humble scribe's first command) in December 2009, in 2000 metres of water, a memorial plaque was placed on the deck by an ROV. A memorial service was held at Brisbane Cathedral, attended by the Governor-General, and Prime Minister Kevin Rudd.

One cannot but compare the

Australian remembrance of the *CENTAUR* with the Canadian forgetfulness of the sinking of the Canadian Hospital Ship *LLANDOVERY CASTLE*, in 1918. Though the ship was based in Halifax, to my knowledge, there is no memorial to the 234 men and women who died.

For a full account of the sinking of *CENTAUR*, and the trial of Commander Nakagawa, refer to "*Australian Hospital Ship CENTAUR; The myth of immunity*", by Christopher S. Milligan, and John C.H. Foley, Nairana Publications, ISBN No. 0 646 13715 8, and Google. 🍁

evacuations >>>Continued from page 32

While passengers were aware that tests and them being involved in an assembly trial they were not aware at what time. Response time varied, in the bar region 80 people responded within 20 seconds. (Question, at 0819 in the morning??) and a further 160 within 50 or so seconds and the last 2-3 within 240 seconds.

Conclusions

The assembly trials at sea have been successfully conducted involving a total of 1769 passengers. The data collected will be used to produce a more representative response time distribution for ship applications. A new technology as part of this project was used using IR tags and infrared beacons. This is able to reliably track large numbers of people through complex structures, and is easy to construct.

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The above is a synopsis prepared by Captain G.S. Vale, CMMC.

A Note: No mention is made by Professor Galea as to where he recruited his "passengers" for the trials made ashore at Greenwich University. I assume most, if not all, were recruited from the student body, most of whom, if not all, would be under 30 years, i.e. young, fit and able. The comparison, from what I have is that most passengers on a cruise ship are 40+ years in age and 70% of the total may well be over 60 years, many of whom are far from fit and possible some in wheel-chairs and possibly disabled to some extent.

There were some of the passengers on the *SUPER SPEED 1* ferry on both days declined to participate. Was this because they felt not up to the trial, or some other complaint? 🍁

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TITANIC vs COSTA CONCORDIA

by
 Captain A.K. Bansal
 Company of Master
 Mariners of India
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On April 15 1912, the TITANIC foundered after hitting an iceberg while cruising at full speed in North Atlantic.

Out of 2224 lives on board, 1514 lives were lost. The RMS CALIFORNIAN was only a few miles away, but she did not receive TITANIC's SOS. Her radio officer was off duty.

White Star Line had planned weekly service between Southampton and New York. Bush Telegraph and Galley News, amongst seafarers, believe that they wanted to win the Atlantic Blue Ribbon on her maiden voyage and her master was on a great circle track to reach New York in shortest possible time. The TITANIC was warned of pack ice ahead by radio. The radio officer who sent this message was rebuked by TITANIC's senior wireless operator for sending useless messages. This warning was never sent to the bridge. She also received a series of warnings from other ships, of drifting ice in the area of Grand Banks of Newfoundland but continued to steam at full speed in the belief that ice posed little danger to world's largest ship!

She hit an iceberg, breaching five watertight compartments below the waterline and foundered bow first, with water spilling from compartment to compartment as her angle in the water increased. As per Board of Trade regulations, she had 16 lifeboats for only 1,178 people. Psyche of the time was that lifeboats were intended to ferry survivors from a sinking ship to a rescuing ship. As the White Star Line did not have

permanent crew, the vast majority of its 885 seafarers came on board only a few hours before sailing. Therefore, her new crew did not even know how to carry out evacuation orders and how many persons they could allow safely in each life boat. Due to tradition of "women and children first," most life boats were launched only partially filled. The result was the loss of 90% of the men, who were plunged into lethally cold water to die within minutes. The chairman of White Star Line was labeled a coward for leaving the ship by lifeboat.

Obviously this disaster was the direct result of steaming into a dangerous area at too high a speed. This resulted in SOLAS 1914, which introduced new rules including provision of lifeboats for every life on board, that lifeboat drills were to be properly carried out, etc.

The TITANIC was not the only disaster from over-confidence, as it was generally believed that such a huge great ship could not be harmed by an iceberg. Nearly 100 years later, we had the grounding of cruise liner COSTA CONCORDIA on January 14, 2012, with over 4000 lives on board, again through overconfidence, dare devilry and in compliance with implied or expressed wishes of owners. Cruising from Civitavecchia to Savona, her computer controlled course was set to safely

pass five miles off Giglio Island. Her master decided to show a "sail past" to these islanders sailing very close to the island. The ship hit the most seaward rock south of entrance to Giglio Harbor at full speed. She tore a 160 foot gash on her port side 26 feet below water, took a 70 degree list, and capsized.

The master admitted that he deviated from the computer set course to pass so close to the island, but stated that the management had told him to do so as it was good for tourism and that he had

Ethos of the sea is that the master has to exercise utmost discretion and professional judgment to protect passengers safely, regardless of what owners say and want.

done it before, but during day time. He also admitted that he had switched off the sound and visual warning signals while passing so close to the island. There were many allegations against him. He even left the ship before evacuation

was completed. Several passengers complained that the new crew did not know how to launch life boats.

Ethos of the sea is that the master has to exercise utmost discretion and professional judgment to protect passengers safely, regardless of what owners say and want. That does not appear to have been done in both the TITANIC and COSTA CONCORDIA, 100 years apart, even though most lives were saved on the CONCORDIA. The maritime world boasts of rules and laws for safety of shipping, but not much seems to have changed over a century.



IMO started functioning in 1959 with many conventions to its credit. It is generally believed that shipping today is safer, cleaner and more efficient; but a safety culture in shipping can not be achieved only through grand legislative measures on paper.

ISM Code is in force from 1998 with a blueprint for the way shipping companies should manage and operate ships and ensure that safety is given priority. IMO conventions apply to 97% of world shipping. But do its 170 member states, 60 non-government and 30 intergovernmental organizations plus a few thousand ship owners comply with them in spirit except on paper? Do those responsible to enforce STCW Convention 1978 and its 2010 revision, comply with it except

73/78's provisions depends on owners and seafarers on board. A ship arrives in port and the chief engineer requests a barge to pump out her full bilges. The boss from the office has no intention to supply a barge, as it costs money, but keeps on promising to do so. Come sailing day, he puts up his hands by saying that he tried his best but the port could

ing their own lookouts, that their ship was off course. But no one looked out of the window. Each duty officer, snug inside his closed, A/C bridge, sat looking at his electronic chart coupled to GPS, which showed the ship on course and each of them — including the master—relied only on it. Unknown to them, the GPS connection had come off its socket



PHOTO: PUBLIC DOMAIN / COURTESY COBH HERITAGE CENTRE

Above, the *TITANIC*. Left, the *COSTA CONCORDIA*.



PHOTO: RUBEN VOIGHER

on paper? Do governments of countries who have ratified the conventions and have hundreds of ships under their flags, comply with them except on paper? Do ship owners who give lip service to them, comply with them except on paper? It is well known to every seafarer that most of it is used for slogan shouting to achieve self aggrandizement, not safety or clean environment. Therefore, the maritime world must go beyond paper compliance with conventions and regulations and find industry-wide mechanisms to ensure that a safety culture is embedded in our psyche throughout the industry—especially in minds of those who man it. Let us have a look at the immediate past despite all such conventions, laws and rules, and see what the international maritime community has learnt, done and achieved.

For example, to abide by MARPOL

So what about MARPOL 1973/78?

There has been a recent case when starboard lifeboat of a cargo ship was damaged by a passing mobile crane when the ship was alongside in a safe harbor. The master immediately telephoned his bosses who told him to cover the lifeboat, NOT to report the damage and sail without delay — the life boat will be repaired at her next port!?! The master obeyed and sailed. So what about SOLAS, his responsibility to life on board, and owners responsibility not to sail an unseaworthy ship out of a safe harbor?

The *SS CALIFORNIAN* was accused of not keeping proper lookouts, especially since she was within visual distance of *TITANIC*. There has been a recent case of the grounding of *MV ROYAL MAJESTY* when all three of her navigators were repeatedly warned on VHF by fishing boats, includ-

not give him a barge and requests the chief engineer not to delay the ship, but sail. The chief engineer sails and pumps out his bilges at sea when he thinks that no one is looking. The log book entry is fudged.

26 hours earlier and the electronic display in her chart room showed only her DR position. So what about keeping proper lookout under ROR!? Or for that matter, what about listening to your own lookout who is reporting sighting high red lights to port, which should not have been seen had the ship been on her proper course? What about use of Loran, an alternate navigation equipment provided on board under the rules, to recheck her position, at least once during the voyage?

Another case of bad lookout was reported recently when two ships collided because second officers of both ships approaching each other were glued to their radar sets and talking to each other on VHF, in clear visibility, without looking out of the window to see how the side lights of one opened to the other. So what about keeping lookout by *all available means* in compliance with ROR?

The *MV KARIBA* hit and sank the *MV TRICOLOUR* at full speed in the NW arm of the English Channel TSS. Both ships were at full speeds of 16 knots and 17.9 knots in thick fog with visibility less than half mile. Neither ships were sounding fog signals. Masters of both ships were glued to their radar sets. The master of

Continued on next page >>>

Bansal >>>Continued from page 37

the *KARIBA* was monitoring a ship on his port side on collision course. He did not see the blip of the *TRICOLOUR* right under his stern and did not know that she was overtaking him at 17.9 knots, close on his starboard side. He made a bold alteration to his starboard to avoid the other ship on his port side and hit the *TRICOLOUR* broad side and sank her on the spot. It was pointed out during trial that had *TRICOLOUR* been sounding fog signals under ROR, she would still be afloat. So what about International compliance of ROR?

Over 25 years old, the *MT ERIKA* developed cracks on her hull in seasonal bad

All these disasters happened in spite of conventions, rules and laws and in spite of latest electronic navigation equipment fitted on board ships. The question is why?

weather off the Bay of Biscay, broke in two and sank on December 12, 1999. Fully classed with every conceivable new valid seaworthiness certificate on board, she had also been passed by three port state controls in three previous ports before sailing out on her fatal voyage. Yet she was described by the media as an old rust bucket!? As an experienced senior seafarer, the master should have known that she was not seaworthy. But he relied on her crisp new seaworthiness certificates to take command and sail. Also, how did the owners get all those new valid certificates and get her passed by three port state controls, is anybody's guess!?

All these disasters happened in spite of conventions, rules and laws and in spite of latest electronic navigation equipment fitted on board ships. The question is why? The answer is not far to seek.

A U.S. based ship surveyor was found guilty of certifying a ship safe for sea when she was actually taking in water. It was subsequently discovered that

her exhaust and fuel were also pouring into the engine room, endangering crew and the ship. So what about surveyor's responsibility to ship and crew under various rules and conventions? An Italian shipping company and its chief engineer were found conniving to discharge oily seawater directly into the sea. A New Zealand fishing company has been found conniving in making false entries in the oil record book. So where does compliance end, conniving start and illegality begin?

We can have whatever conventions we like, whatever regulations we can make and whatever restrictions we can impose. But until such time that we can ensure that ship owners comply with them and seafarers on board ships are competent, diligent, reliable and ethical, such accidents will continue to happen. This can only be achieved with high penalties on ship owners and strict sincere and systematic training and education of seafarers. This is not just a matter of getting a certificate of competency, but also to make sure that it is not just a piece of paper, and that we are competent to hold it. Rumors are rife that to obtain a certificate of competency today, it is only a matter of how much money is to be paid to the examiner. How much of it is true no one knows. There can be no smoke without fire.

Fact also remains that ethics of the profession need to be improved. Pride in seafaring needs to be inculcated amongst seafarers. Above all, they have to be trained and convinced that loyalty to their ship and life on board is more important than loyalty to owners. That, more than IMO, more than conventions, rules and laws, will achieve safety security and efficiency. IMO can make rules, but to abide by them depends on us seafarers. We must remember that no owner, charterer or manager can own, manage and run a ship without seafarers both afloat and ashore. Therefore, once we decide **not** to break rules or jeopardize our ships or life, no one can force us to do so. If we don't treat our profession right we cannot blame any one else for its

woes. A surveyor can issue a crisp new seaworthiness certificate, but he can not force a master to sail and endanger life.

The international maritime community keeps harping on the ratio between number of ships completing safe voyages to the number of accidents, as it does not want its critics to construe that no real progress has been made in accident avoidance in the last hundred years. But that is nothing but voices of vested interests.

We should refer to the later part of this article and note that three of the incidents about surveyors issuing false certificates, and seafarers and owners conniving at fudging records, were reported in the same month and from different parts of the world. Yes, shipping tonnage and number of ships have increased. So have the numbers of seafarers. But fact remains that seafaring skills, professionalism as also professional pride in doing one's job right, have taken a beating.

Question is, why should a master violate an international convention and put his own professionalism on the line just because ship owner tells him on telephone to do so? And without there being any record of such an order having been given!? Why should a marine surveyor who is also a seafarer, issue false certificates in respect of an unseaworthy ship, put his own name on the line and put the ship on risk just to please a ship owner who holds the purse strings!? Why should owners be allowed to connive with surveyors and masters of ships to fudge certificates for their own purposes? The answer lies with us seafarers. If we do not let them, our profession, ships and lives on board cannot be compromised the way it has become increasingly evident. Dare devilry to endanger life is like planning murder. **All that depends on us seafarers. The buck stops there.** ☆

Captain A.K. Bansal is a past Master of the Company of Master Mariners of India. He is a practising Bar-at-Law in India and the U.K.



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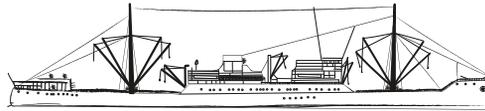
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