



\$4.00 USD

Sidelights

February 2015 Vol. 45, Nº 1

Published by the Council of American Master Mariners, Inc.

CAMM Professional Development Conference in New Orleans

March 30-April 1

**Under-Keel monitoring at
San Pedro and Columbia River Bar**

**Years at Sea:
Message in a bottle**

MLC 2006



Mission Statement

www.mastermariner.org

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.



The Council of American Master Mariners, Inc.

Annual General Meeting Professional Development Conference

March 30 - April 1, 2015
Hosted by the New Orleans Convention Center

Registration

www.mastermariner.org

Registration payments can be made online by credit card. Please follow instructions on website; or registration forms may be USPS mailed with check.

Venue & Accommodations



www.hilton.com
\$139/night + taxes, standard room; check-in March 30 and check-out April 2.
3-letter group code: CAM
Rate valid until February 28, 2015. For extended stays, please call the central reservations line at 504-584-3959.



Event Chairperson

Captain Ed Higgins
caphiggins@mastermariner.org

Sponsors

Sponsorships Available

Corporate booth displays, daily and individual sponsorships are available at different levels and posted on the event website.

*Possible coverage by



Monday, March 30

✦ **Welcome Reception**
Complimentary, 1600-1800 hrs
Hilton Riverside Hospitality Suite

Tuesday, March 31

✦ **Professional Development Conference***
\$75 per person, at National WWII Museum

"The Changing Face of the Maritime Industry"
Presentations and Discussions

✦ Paddlewheeler CREOLE QUEEN



Cruise on the Mississippi
\$70 per person; Boarding @ 1900 hrs
at dock behind Hilton Riverside

- ✦ Mississippi River Cruise
- ✦ Dinner Buffet
- ✦ Cash Bar

Wednesday, April 1

✦ **General Business Meeting**
\$75 per person, at Hilton New Orleans Riverside

- ✦ Council Business
- ✦ Views & Positions

✦ **Closing Dinner**
\$70 per person, at Hilton Riverside, cash bar
Keynote Speaker: Mr. Gary LaGrange



- ✦ Lalonde 'Spirit of the Seas' Award
- ✦ Cash Raffle Drawing
- ✦ Recognitions

Register Online: www.mastermariner.org/2015pdc-agm

ral Meeting

opment Conference

☆ New Orleans, USA

ans CAMM Chapter

Keynote Speaker

Closing Dinner



Mr. Gary LaGrange

Port of New Orleans, President & CEO, (2001-present)

During his tenure, the Port opened new, state-of-the-art container, cruise and refrigerated terminals. LaGrange's leadership brought the Port of New Orleans back into operation two weeks after Hurricane Katrina.



Featured Speakers

Professional Development Conference

Mr. Michael J. Rodriguez

Deputy Administrator, MarAd

Coming to MARAD most recently from the National Maritime Intelligence-Integration Office, he brings 35 years of public and private maritime industry experience to MarAd. A 1979 USMMA graduate, he sailed for 17 years as a deck officer before serving shoreside at MM&P and as professional staff for the U.S. House Subcommittee on Coast Guard and

Maritime Transportation.



Rear Admiral James Watson

ABS Americas, President & COO

James Watson is responsible for all operations of the American Bureau of Shipping in the Western Hemisphere. Prior to joining ABS, Watson earned rank of Rear Admiral with the USCG and served as the Director of Prevention Policy for Marine Safety, Security and Stewardship.



Mr. James McCall Baldwin, Jr.

Southern Sails of Louisiana, Owner

While many grudgingly resist change, he not only advocates it, but has the vision and communication skill to explain why and how maritime related "change" needs to happen.



Captain Dr. John A.C. Cartner

Maritime Lawyer, Author, #2574-R

Captain Cartner is well-versed in domestic and international maritime law and criminalization of seafarers. He co-authored *The International Law of the Shipmaster* and its companion book *Defending Against Pirates: The International Law of Small Arms, Armed Guards, and Privateers*. He practices maritime law domestically and internationally.



Captain George Quick

IOMM&P, VP Pilot Membership Group

Captain Quick will address the changing relationship between the Pilot and the Master, and the legal ramifications of the same.



Thank You to CAMM's AGM & PDC Sponsors

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Captain D. Hand
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Masters' Level



Captain's Level



Commodore:



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MOBILE BAY

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South Pacific Region

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In This Issue



ON THE COVER

Transocean's *DEVELOPMENT DRILLER II* in the Gulf of Mexico.
U.S. Coast Guard photo by Petty Officer 3rd Class Barry Bena.

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TO SUBMIT MATERIAL

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.

PUBLICATION DEADLINES

Issue	Submission	Release
February	Jan. 22	Feb. 15
May 2015	April 5	May 1
July 2015	June 1	July 1
October 2015	Sept. 1	Oct. 1
December 2015	Nov. 1	Dec. 1

View From the Bridge

6

President Captain R.J. Klein urges Congress to pass a transportation bill which supports modernization upgrades to port infrastructure. In addition, the Jones Act escaped being undermined in an amendment in the Senate Bill for the Keystone XL Pipeline.



In the Council

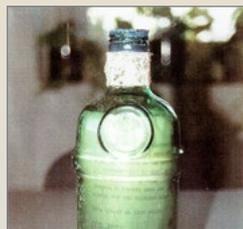
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NOTICE The articles in this magazine are entirely those of the writer, and do not necessarily reflect the views of CAMM nor its Board of Governors. CAMM is an independent professional organization and is not affiliated with nor endorses any union or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



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

U.S. PORT MODERNIZATION UPDATE

Last issue I stressed the need for U.S. ports to invest in the total infrastructure needed to enable our ports to handle the new Panamax and new post Panamax

ships. Not only do our major ports (with few exceptions) need to be dredged to a greater depth to receive these ships, but the supporting infrastructure needs to be updated to handle the expected increase in container traffic from Asia.

According to a recent article in the *Seattle Times* by Jon Talton (1/9/15), ports on the U.S. East and Gulf Coasts are planning to spend \$10 billion by the end of 2016 to “deepen harbors, expand terminal facilities, build new warehouses and improve the ‘last mile’ connections between ports and highways and railroads.” These ports are expecting another \$19.5 billion from the private sector. In addition, West Coast ports are beginning to commit funds to updating their terminals and infrastructure. All this is good news as these projects will create jobs while bringing U.S. ports into the 21st century.

A year ago, President Obama outlined a proposal for a four-year, \$302 billion transportation reauthorization bill including the permanent authorization of the Transportation Infrastructure Generating Economic Recovery (TIGER) grant program. Last May, the Senate Environment and Public Works Committee unanimously approved the Reauthorization Act, a long-term

Jones Act Again Under Attack

bipartisan bill to reauthorize the nation’s transportation programs for six years. Despite the bipartisan support, Congress failed to pass the bill. The bill provides vital funds for our ports to continue their modernization and it is now up to the new Congress to pass this bill. CAMM should support the passage of a transportation bill that incorporates the proposals made by President Obama last February.

Senator John McCain (AZ-R) attached an amendment to Senate Bill #S.1 -To approve the Keystone XL Pipeline. His amendment would have eliminated portions of the shipbuilding requirements currently in the Jones Act. Fortunately, the bill passed the Senate without Senator McCain’s amendment. It is likely that he and other like minded members of Congress will continue to attack the Jones Act. This attempt to undermine the Jones Act is a reminder that we must continue to be vigilant in protecting the U.S. Maritime Industry. CAMM will always join in opposition to these attacks, as we continue to advance our Position 2012-04: Jones Act; REAFFIRM our staunch SUPPORT for and retention of the Jones Act, Section 27 of the Merchant Marine Act of 1920 (Public Law 66-261).

Positions, Congressional Sail-In, Maritime Security 2015 East

Our Positions Committee Chair, Lyn McClelland, will soon compile a list of the membership’s Positions of most concern. At the AGM we will formulate a plan to address the top five on that list. We welcome any suggestions from the membership on how best to advance these Positions.

The dates for the 2015 Congressional Sail-In have not been determined. CAMM will again participate as the maritime industry makes itself known to the new Congress.

CAMM will be an exhibitor at the Maritime Security 2015 East Conference in March at Jacksonville, Fla. (<http://maritimesecurityeast.com>). Captain Aschemeyer was able to obtain a booth for CAMM at this event. Captain Aschemeyer, Captain Brown and I will be in attendance. Both of these venues present CAMM with an excellent opportunity to represent our industry and organization.

Captain R.J. Klein



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

Greetings, CAMM Shipmates!

I have four major items/issues to share with you this time, as follows:

2015 AGM/PDC in New Orleans

As you're reading this, you may have already received the Annual General Meeting and Professional Development Conference Reminder Notice that went out in early February. I hope you'll give favorable considerations for attending that gathering in the exciting and fun city of New Orleans. The 2015 AGM/PDC Committee, chaired by Captain Ed Higgins #2872, NOLA Chapter President, is putting together an excellent program chock-full of interesting speakers, timely topics, and fun social events. (See inside front cover.) This year's theme for the PDC is: *The Changing Face of the Maritime Industry*, and it will be held inside the fabulous National World War II Museum, near the French Quarter. The AGM conference hotel is the Hilton Riverside, on the banks of the Mississippi River. Attractive rates have been established for all who attend. This is one AGM/PDC you won't want to miss! Sign up today!

CAMM's Current Financial Status

I am pleased to report that for FY 2014, our CAMM budget came through with only a slight deficit (about \$1K). This compares very favorably to previous years where our deficit spending has been much more significant. A full

report on the 2014 budget will be presented at the AGM in NOLA, along with our 2015 budget.

In preparing for FY 2015 – and being as conservative as we can – it appears we're facing yet another deficit situation. We currently have some reserve funds, but they will soon be exhausted if we cannot find new revenues.

It has been suggested by some that our CAMM dues be increased for 2016, perhaps to \$75 per year, but has not been widely popular or accepted in the past. Still, it must be an item that is presented for discussion and debate at the AGM in NOLA.

The best way for us to balance the budget is to make our excellent professional journal, *Sidelights*, totally self-sufficient (or "revenue neutral") through donations, advertising, and outside subscriptions. We have distributed media kits to all our CAMM Chapter Presidents, asking them to pass them around to their local CAMM members, to be used for informing, enlightening and encouraging those firms and organizations that they know and work with to advertise in *Sidelights*. If we can attain perhaps 10 or 12 major advertisements for the magazine (on a repeat basis each year), that will go a long way in helping with the budget situation. If you've not seen or received one of our media kits let me know, and I'll send one off to you promptly.

Unpaid Dues Status

As we enter the new year, less than

half our members have paid their dues through 2015; and that leaves a significant hole in our revenue income as we wait for unpaid dues to slowly come in. I'm hoping by the time you're reading this, most of the procrastinators will have responded to the reminder notice I sent in early February with their dues payment. If you're still not paid up, please do so ASAP. You may conveniently pay online at www.mastermariner.org and click on the "Pay Dues" link. Then follow the instructions to make your payment(s) by credit card.

Membership Status

Our CAMM roster of active members took a significant hit this past year with the deaths of sixteen members reported. With resignations and terminations for failure to pay dues, we could lose another 50 or more. On the plus side, we have acquired a total of 22 new members in 2014, but this was not enough to offset the above mentioned losses.

Bottom Line? We need more new members! I'm asking *each and every CAMM member* to reach out NOW to people you may know, work with, live nearby, or who have been referred to you, to bolster our CAMM membership! We need those young(er) masters, mates, pilots afloat – as well as those maritime professionals ashore (port officials, terminal operators, fleet managers, port captains, stevedore contractors, shipyard managers, USCG, MarAd, etc.) Our goal for 2015 is 50 new members. Hopefully,

Continued on next page >>>

Council Reports

Secretary >>>Continued from page 7
we can do even better than that! If every active CAMM member brought in JUST ONE NEW MEMBER, we could DOUBLE our roster immediately! Please help today by sponsoring a new CAMM member! To make things easier, we now have a convenient, user-friendly, online application process which can be accessed from the CAMM website at www.mastermariner.org. Simply click on the "Become a Member" link in the left margin on the Home Page; then click on the "Apply Now" button on the next page to get things started.

Thanks for your continued interest and support! Hope to see you in New Orleans in March!

Until next time, smooth sailin' to you all!



Captain Manfred "Manny" Aschemeyer

1st VP Report: Government & Public Relations

Captain Joe Hartnett, #2193-R

No report submitted.

2nd VP Report: Pilot Relations

Captain Dan Jordan, #2698-R

No report submitted.

Sidelights and Website Report

Captain Tom Bradley, #1966-L
Committee Chair

No report submitted.

Views & Positions Committee

Ms. Lyn Mc Clelland, #3104-A

The Positions Committee requests that members refer to our CAMM web

site for the full text of Positions and Views as they currently stand. Due to the short time allotted for discussion of Positions and Views at the Annual General Meeting (AGM), the Positions Committee requests that you review and provide any recommendations to amend or discontinue a Position, as well as suggested new Views. Please email this comment, including a brief statement of justification, to lyn@mastermariner.org, not later than March 15, 2015. We will assure that all input is properly considered prior to the AGM, to facilitate discussion at the meeting. We will contact you if needed to clarify your input as soon as possible after March 15. Please submit a justification for any proposed View or any proposed amendment or recommendation to discontinue any current Position.

A Position is a statement of support or opposition concerning a major issue or incident effecting mariners, which position has been voted on by the membership at a previous CAMM AGM. The Position expresses the majority opinion of the membership.

A View is a statement which has not been voted upon by the membership, or which has not been moved as a Position at an AGM. The purpose of the View is to offer information or opinion germane to the merits of adopting a Position regarding the issue and to alert members of facts which may not be previously known to them. This allows us to be well informed about each major issue well before it is debated at the AGM.

All members are also invited to submit updates on any Position or View currently held by CAMM, to assure that each Position reflects the most recent status of the issue. It is important that we discontinue a Position whose objective has been fully accomplished.

Maintaining the Jones Act continues to be a major priority for CAMM, and we attempt to closely follow any efforts to weaken or eliminate that provision of the Merchant Marine Act. We note that Senator John McCain has offered legislation to that effect, and we welcome information regarding this challenge to our Position. Master Mariners who are also members of other maritime organizations which share our commitment to the Jones Act are especially requested to provide input by March 15.

At this time, CAMM's only View remains our stance regarding ratification of the U.N. Law of the Seas Treaty. This is a particularly complicated issue, and scholarly analysis is warmly welcomed.

As always, we will be voting at the AGM to either continue, amend, or discontinue each Position, and to adopt new Views.

Suggestions and to improve the work of the Positions Committee are always invited, at lyn@mastermariner.org.

North Atlantic VP Report

Captain Frank Zabrocky, #1964-R

No report submitted.



PHOTO: SEAN TORTORA

Captain David Moskoff, USMS – eLoran presentation at CAMM NY Metro Chapter's January 15, 2015 chapter meeting.

New York Metro

Captain Sean Tortora, #1919-R
Chapter Secretary/Treasurer

CAMM NY Metro Chapter held its winter meeting on 19 January 2015 at State University of New York (SUNY) Maritime College at Fort Schuyler in New York City. Due to the icy road conditions and rough weather we had a smaller than normal turnout of about a dozen members and guests.

After our regular meeting, which included a wonderful luncheon, we had the honor of hosting the foremost authority on eLoran, guest speaker, Captain David Moskoﬀ, USMS. He is a full Professor of Marine Transportation at the U.S. Merchant Marine Academy at Kings Point, as well as subject matter expert in eLoran for MarAd under the U.S. Department of Transportation. Captain Moskoﬀ also serves as the U.S. government's Senior NATO Expert for TG-OS (Transport Group - Ocean Shipping) for Maritime Cyber Security (MCS) and eLoran at NATO. In addition, he routinely provides MCS and eLoran briefings to U.S. and international government entities, and as such we were indeed lucky to have Captain Moskoﬀ provide his presentation for Chapter.

Captain Moskoﬀ's presentation on the subject of "eLoran", its capabilities, and its crucial importance as a shared system with the Global Positioning System (GPS) was enjoyable, informative, and apropos for a meeting of seasoned Master Mariners. Captain Moskoﬀ detailed the importance of eLoran as a complementary system to the GPS system. Whereas eLoran was originally expected to provide a back-up system to GPS, Captain Moskoﬀ explained the two systems should be thought of as 'co-systems' with the importance stressed on both, rather than one. It should be noted that through various eﬀorts and education, Captain Moskoﬀ and several others he has been working with, have recently contributed to Congress stopping the dismantling of the remainder of the former Loran C transmitting stations

throughout the country; and moreover, Congress has also reportedly halted the sale of the existing real estate in which the already dismantled Loran C transmitting towers once stood, so as to be available for use with eLoran.

In the end, Captain Moskoﬀ provided much thought and insight into this vital technology, with special attention drawn to the Maritime Cyber Security aspects of GPS and eLoran to our industry. Also many thanks go to Ms. Nancy Rueger and Ms. Aimee Bernstein of SUNY Maritime College for providing the wonderful facilities to include all the benefits of the general mess for our luncheon. CAMM NY Metro next meeting will be on April 13 at Ft. Schuyler. All are invited.

Baltimore / Washington, D.C.

Captain Joe Hartnett, #2193-R
Chapter President

No report submitted.

South Atlantic VP Report

Captain Tim Brown, #1494-R

No report submitted.

Port Everglades / Miami

Captain Paul Coan, #3021-R
Chapter President

No report submitted.

Tampa Bay

Captain Ron Meiczinger, #1747-R
Chapter Secretary

The December 9th, 2014 CAMM annual Christmas luncheon was held



Above left: A delicious cake to celebrate CAMM Tampa's 25 years as a CAMM chapter.

Above Right: Tampa President Captain Robert Holden, left, with Captain Richard Andrews and the Ship's Bell the Chapter presented to him for his 25 years of service.

at Columbia Restaurant and no business was conducted. Members and their guests were welcomed by Captain Robert Holden, who presented each lady present with a long stem red rose. Ten members and ten guests were in attendance.

The Council of American Master Mariners presented the Tampa Bay Chapter with a charter on November 14th, 1989. This year was the 25th anniversary of receiving that charter. We had a special cake at the Christmas luncheon to commemorate that event. Four charter members were present: Captain Richard Andrews, Captain Robert Holden, Captain Ronald Meiczinger, and Captain Frederick Smith.

Captain Robert Holden presented Captain Richard Andrews with a Ship's Bell to commemorate his 25 years service to the chapter. He was the first and only Meeting and Arrangements Chairman.

The January 13th, 2015 CAMM luncheon meeting featured guest speaker Daniel Noah, a meteorologist with the National Weather Service for 25 years. Sixteen members and one guest were in attendance.

Mr. Noah is currently the Warning Coordination Meteorologist at the Tampa Bay office in Ruskin. He has first-hand knowledge of the power of hurricanes having done a post hurricane survey in Houston after Hurricane Ike in 2008 and on site forecasting for emergency management in Fort Myers during Hurricane Charley in 2005 and

Continued on next page >>>



PHOTO: ROBERT HOLDEN

Council >>>Continued from page 9
Hurricane Wilma in 2005.

His Power Point presentation was very interesting and informative. He touched on weather radars and their use and limitations among other interesting topics.

Companion member George Graydon was awarded the Ushakov medal by the Russian Embassy in Washington, D.C. This medal was approved by Russian President Vladimir Putin and awarded for service in North Atlantic convoys during World War II. These convoys were vital in carrying supplies and equipment to Russia. He is also the recipient of the British equivalent medal.

At our April 14th meeting we will have Captain Gregory Case, USCG Sector Commander St. Petersburg, as our guest speaker. Reserve the date.

It is with great sadness we report Captain Allison V L Jones Cross'd the Final Bar on December 23rd, 2014 in Sarasota, Fla. at the age of 77. He is survived by his wife Rose and three sons.

Captain Van was a 1959 graduate of Kings Point. He spent most of his career at sea working for Waterman Steamship Company on vessels in many of their

various trade routes. During the early 1980's he was Master aboard one of their LASH vessels which was part of the Rapid Deployment Force Task Group 73.7 pre-positioned in the Indian Ocean at Diego Garcia, B.I.O.T. Our deepest sympathy goes out to Van's family.

Gulf VP Report

Captain Michael Mc Cright, #2753-S

Please refer to the Houston Report.

Mobile Bay

Captain Jerome "Rusty" Kilgore

Chapter President

No report submitted.

New Orleans

Captain Ed Higgins, #2872-R

Chapter President

No report submitted.

Houston

Captain Michael Mc Cright, #2753-S

Chapter President

In December, the Houston Chapter joined IMarEST and the Nautical Institute for a joint open meeting and technical discussion at the HESS Club

in Houston. A "cool topic" on a "hot subject," Peter Noble presented *Technical History of the Ships of the North West Passage*.

We started off January once again by attending another IMarEST Technical meeting; this time the topic was *FPSO Mooring Systems for Harsh Environments* presented by Andrew Newport, Proposal & Technology Development Director, SBM Offshore, Monaco.

The presentation reviewed the background to the trend of mooring FPSOs in increasingly harsh environments, discussing the impact of design philosophy as well as metocean conditions. A number of design solutions to mooring FPSOs in these environments were discussed, including permanent and disconnectable turret moorings for a range of applications, including the Gulf of Mexico. The presentation included details of SBM's Very High Pressure (VHP) Fluid Swivel which was selected as a winner of the 2014 OTC Spotlight on New Technology award.

Note this will make three Jones Act USA Flag shuttle tankers operating here in the Gulf of Mexico (GOM). Two are

New Members

Congratulations! You now have all the benefits of CAMM membership!

- 3361-S Captain **Christopher Gilliard** of Melbourne Beach, Fla. Chief Mate, *Maersk Lines*
Sponsored by Captain Andrew Triandafilou, #2025-R
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Sponsored by Captain Manny Aschemeyer #1548-R
- 3364-S Captain **Richard N. Finnochio** of Marblehead, Mass. 1st Ass't. Inspector General in Mass. (Ret.)
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Dear CAMM,

Is Seamanship Dead?

Hello Liz - Nice article re your 'Is Seamanship Dead' in the December CAMM magazine. I am passing along copies to some of the die hard volunteer crew of the Liberty Ship SS JEREMIAH O'BRIEN in San Francisco and to others to verify that they are now an endangered species.

As for the Mates, it used to be a joke for the Chief Engineer to order his Engine Cadets to go to the bridge and have the Deck Cadets show them how to 'look out the window', but now it seems to be a serious problem with their now new fixation on electronic charts.

Best regards, Captain Ray Conrady, #2507-S



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operated by OSG on behalf of Petrobras Americas (of which one is leased out to an oil major here in the USA) and the third is reportedly under construction and will be operated by Shell Energy USA, or something to that effect.

At the end of January, we return to our monthly regularly scheduled luncheon meeting on campus with featured speaker Capt. John Peterlin III, Senior Director of Marketing and Administration, Port of Galveston on January 28. Additional set dates for the first half of 2015 are February 24, March 25, April 21, and May 6th or 7th with speakers to be determined.

South Pacific VP Report

Captain Klaus "Nick" Niem, #2167-R
Chapter President

Nothing new to report.

Los Angeles / Long Beach

Captain Dave Boatner, #2162-R
Chapter President

The Los Angeles / Long Beach Chapter meets at noon the second Tuesday of the month [except August] at Crowne Plaza Hotel's Beacon Room 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.

San Francisco Bay Area

Captain Klaus "Nick" Niem, #2167-R
Chapter President

The San Francisco Chapter members and wives held their Christmas party at Sinbad's with the usual festive cheer. No business discussions took place, but plenty sea stories were told. Everybody brought a unwrapped Christmas presents for the needy children to be delivered to the SF Pilot office for redistribution. Our Chapter donated \$500.00 to Shriners Hospitals for Children in Sacramento.

Due to the Holiday season, the Chapter did not hold a January meeting

but to be continued on February 3rd at the Nantucket Restaurant in Crockett. At this event or wives and significant others are invited.

North Pacific VP Report

Captain Carl Johannes, #2147-R

No report submitted.

Columbia River

Captain Bill Good, #1924-R

Chapter Secretary

No report submitted.

Seattle / Pacific Northwest

Captain Douglas Subcleff, #2329-R

Chapter Secretary

The Seattle/PNW Chapter's Recognition Day luncheon was our largest meeting of 2014. A total of 46 were in attendance for this special annual event held this year on November 13th. Youth Maritime Training Association (YMTA) President, Dr. Gary Stauffer, was presented a check in the amount of \$8,500 from Seattle Chapter President, Captain Richard Klein, as proceeds from our 7th annual Bob Magee Charity Golf Tournament. This money will be used to help fund the YMTA activities including their annual scholarship program. Captain Klein also had the honor of presenting the Seattle Chapter's 2014 Maritime Person of the Year award to Captain Donald Moore. Don was recognized for his outstanding professional

Captain Don Moore accepts the Seattle/Pacific NW Chapter's Maritime Person of the Year award from Captain R.J. Klein.

career with APL, his community service and his many, many years of hard work for CAMM in a variety of roles including serving as the first President of the Seattle Chapter and later as the National Secretary/Treasurer. Captain Moore accepted this award with a very gracious speech. He was further honored with a standing ovation!

Our December meeting was held in our usual location: McCormick & Schmick's Seafood restaurant, Seattle on December 11th with 13 in attendance.

In lieu of a guest speaker, round-table discussions were held on the topics of logbook keeping requirements and the challenges of compliance to Work and Rest Hour guidelines. One of our seagoing members, Captain Paul Willers, was also able to provide us with a recap of his recent voyages to the Middle East.

Our first meeting in 2015 was on January 8th, also at McCormick & Schmick's. A total of 14 were on hand to hear a report from Captain Cal Hunziker, immediate past president of CAMM and now the USA representative for the Executive Council of the International

Continued on next page >>>



PHOTO: DOUG SUBCLEFF

Winners of the Maritime Person of the Year award: from left to right are Captain Peter Chelemados (2011), Associate Pat Hartle (2008), Captain Norm Werner (2012), Father Tony Haycock (2007), Captain Donald Moore (2014), Captain Andrew Subcleff (2009).

CROSS'D THE FINAL BAR

CAPTAIN JACK THOMAS STILLMAN #1134-R

Captain Jack Thomas Stillman departed this life at his home Windsor Meade of Williamsburg, Virginia on Sept. 14, 2014.

Captain Stillman began his Merchant Mariner career at age 16 working for the Bay Line and Standard Oil of New Jersey (Exxon), advancing from messman to Captain retiring in 1986 from Exxon Shipping with 41 years of service.

Memorials may be made to the Mathews Memorial Library or he Mathews Maritime Foundation.

CAPTAIN JOHN FILE #1709-L



On January 3rd, at 2330 hours, Captain John File crossed the Final Bar. John had recently undergone hip surgery.

Captain John File was on the original list of 68 Charter Members for the newly formed Seattle PNW Chapter of CAMM in 1981. John served in a number of CAMM Seattle Chapter and National Officer roles over the years, including as the Seattle Chapter President from 1990 to 1991 and later as Chapter Secretary.

John and his wife Linnea attended many CAMM National annual meetings held in various cities across the country.

Captain File's maritime career began in WWII, at the age of 18, when he trained at the US Maritime Service Training Station in Avalon, Calif., in 1943. In 1944, he sailed on the USS VIKING, a marine salvage vessel and, later that year, sailed on the just built SS MISSION SAN DIEGO, a T2-SE-A2 tanker. After the war, John's merchant marine career was primarily in the oil tanker service: Richfield Oil, Sabine Transportation, Standard Oil / Chevron, Mobil Oil and Overseas Shipping. He also worked as a Mooring Master at Chevron's El Segundo and Estero Bay terminals. John's Chevron career included serving as Chief Officer on the legendary little tanker: M.S.

ALASKA STANDARD. Other companies he sailed for in various capacities included Rainier Seafoods, Seahorse Seafoods, Icicle Seafoods. One of his last jobs was as an Alaska Pilot on the SS TEXACO CONNECTICUT in the summer of 1989.

CAPTAIN JOHN V. BUTZ #1562-R

Captain John Vernon Butz, 79, of Lancaster, Penn., sailed his final journey to the safest of all ports, Heaven, on September 11, 2014.

After attending the U.S. Merchant Marine Academy at Kings Point, he enlisted in the Navy in Officer Candidate School. He rose through the ranks and achieved the rank of Captain in both the U.S. Navy and U.S. Merchant Marines. This achievement was his lifelong goal. He served aboard 28 ships, serving as Master on 11 of them throughout his career. He sailed to all corners of the earth many times, including tours in Antarctica, the Mediterranean, and both Atlantic and Pacific Oceans. He was a true patriot who proudly served his country.

He is survived by his wife of 48 years, Shirley (Myers) Butz, with whom he shared 48 years of marriage, his daughter, a brother and many nieces and nephews.

CAPTAIN CRAIG MASSEY #2822-RP

Craig Allen, age 67, of Tennants Harbor, Maine died on October 15, 2013. Craig was a 35 year resident of Oakland, New Jersey and served in the U.S. Navy followed by 37 years of dedicated service to the Sandy Hook Pilots Association and the Maritime Community. Craig was an active member of the Rotary Club of Rockland the Propeller Club and volunteered with Meals on Wheels. ☆

Please have a "Moment of Silence" for the following departed brothers.

Captain **James St. Clair** #1219-R of Danville, Ill. crossed 06/14/14

Captain **John A. Beers** #3303-RP of Port Charlotte, Fla., crossed 09/07/14

Captain **Richard L. Cole** #1546-R of Santa Rosa, Calif., crossed fall 2014

Council >>>Continued from page 11

Federation Shipmasters' Associations (IFSMA). Cal plans to attend IFSMA's next annual meeting to be held April 16-17 in Vina del Mar, Chile.

Our guest speaker for the January meeting was Mr. Frank Immel, Marketing Manager at Global Diving & Salvage. Frank is also the new President of the Puget Sound Maritime Historical Society (PSMHS). He spoke about how PSMHS will be taking over the management of YMTA. He began by expressing

appreciation to CAMM Seattle for our many years of support of YMTA, including our annual charity golf tournament. He described the mission of YMTA and how Puget Sound Maritime hopes to extend the educational outreach beyond the high school level to young adults starting maritime careers. Mr. Immel concluded his talk with a description of Global Diving & Salvage's core services: Marine Construction, Casualty Response and Offshore Support Services. It was interesting to note that this company has

worked in the Gulf of Mexico for post-hurricane recovery work and also on the massive COSTA CONCORDIA salvage job.

Our next meeting will be on February 12, 2015. Guest speaker will be Ms. Patricia Crawford, from the Crawford Nautical School. She will be speaking on the topic of recent changes to the Inland Rules of the Road. Our February meeting is also our special luncheon to recognize women in the maritime industry. ☆



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All levels include varying levels of recognitions in event programs, event website, and *Sidelights*. Please see website for further details.

www.mastermariner.org/2015pdc-agm

CAMM Plaque presented for Bulkhead at Honourable Company of Master Mariners HQ in London

By Will Watson, #3256-A

I was in London over the holidays and took time out to visit our colleagues at the Honourable Company of Master Mariners (HMCC) at their headquarters aboard *HQS WELLINGTON*, which is alongside at the Albert Embankment. Last year, when I visited, I noticed that the HCMM displayed all of the plaques from Master Mariner organizations worldwide in their Ward Room - except one - CAMM. I arranged with Captain Don Moore for a plaque.

So, on this visit, I took the opportunity to present a Council of American Master Mariners plaque to Commodore Angus Menzies R N (Ret.), Clerk to

the HCMM. He was thrilled to receive it and pledged to put it on the bulkhead with the rest. ☆



Mr. Will Watson, left, presented a plaque on behalf of CAMM to the Honourable Company of Master Mariners to be placed on the bulkhead alongside plaques representing master mariner organizations around the globe.

CAMM to be an exhibitor at the 2015 Maritime Security Conference East

The 2015 Maritime Security Conference East will be held in Jacksonville, Florida, on March 10 - 12, at the Port of Jacksonville's magnificent new Cruise Ship Terminal, offering spectacular views and ambiance for this event. This will be a target-rich environment for showcasing CAMM's mission and to attract advertisers and members. Over 400 participants and 50 vendors are expected to attend - representing port authorities, law enforcement, state and local government entities, elected officials, and various federal agencies (including USCG, FBI, TSA, DHS, CBP, and others).

The CAMM exhibit booth will be back-dropped with a large white CAMM flag. The table-top display will include recent editions of *Sidelights* (and advertiser media kits), membership application forms, CAMM AGM/PDC

announcement fliers and registration/ sponsorship forms, and several "give-away" items.

CAMM President Captain R.J. Klein will make arrangements for two CAMM representatives to attend. Our National Secretary/Treasurer, Captain Manny Aschemeyer, will be there as a volunteer facilitator working with conference organizers, and has been assured that he will have time to help man the CAMM exhibit space and to give relief to the CAMM representatives.

Additionally, CAMM members will be afforded substantial discounts on the conference registration fee. We encourage CAMM members residing in the greater Jacksonville area to attend as your schedules and circumstances may allow. Please visit www.maritimesecurityeast.com for more information. ☆

Advocating for Shore Leave and Access to Vessels



by Father
Sinclair Oubre
CAMM Chaplain
#3220-A

Coast Guard Authorization bills met the same fate. However in 2010, President Obama signed the 2010 Coast Guard Authorization Act, and finally after nine frustrating years, the “Dirty Dozen” U.S. maritime facilities that refused to comply with the spirit of the ISPS Code and the Maritime Transportation Act were legislatively required to have procedures in their facility security plans to allow seafarers access through the facility to gain shore leave, and seafarer welfare agents (port chaplains and their assistants), labor officials, and pilots to access the vessel through the facility at no cost and in a timely manner.

Section 811 was originally considered self-implementing, but the Coast Guard later realized that this section would have to go through the whole rule-making process. After four years, the Coast Guard issued the rule, and on January 23, 2015, held a public hearing.

I, with a number of seafarer welfare agents, was able to attend, and give public comment. Industry’s primary objection was that the rule included a larger group that would have a right to free and timely access to vessels than what was contained in the legislation. Seafarer welfare agents and labor officials were

In 2006, the U.S. House of Representatives’ Subcommittee on the Coast Guard and Maritime Transportation inserted what later became section

811 into the 2006 Coast Guard Authorization Act. That bill failed to pass, and the next three

unanimous in supporting the proposed rule, and made only suggestions to strengthen its intent. The comment period is open to February 27, 2015, so please submit your own comments to Docket Number: USCG-2013-1087:

1) Federal eRulemaking Portal:
www.regulations.gov

2) Mail:
Docket Management Facility (M-30)
U.S. Department of Transportation
West Building Ground Floor,
Room W12-140
1200 New Jersey Ave SE
Washington, DC 20590

Here are my comments at the public hearing

First, I wish to thank the Coast Guard and its staff for the hard work that they have done to produce this NPRM. This proposed rule as it stands now, would be such a tremendous advancement over our present situation, and would significantly improve shore leave for seafarers and access through facilities by seafarer welfare agents, labor officials and pilots.

Having been involved with this question since 2001, and having chaired the Merchant Mariner Personnel Advisory Committee Task Statement #59 Work Group on this section when it originally appeared in the 2006 Coast Guard Authorization Bill, I found many of our concerns have been heard by the Coast Guard, are reflected in both the proposed rule, and the reasoning behind it.

I wish to highlight a few points:

1. “Flexibility” is used in the document, and we support the concept of flexibility. Certainly, one method of shore leave and access will not work in all facilities. However, flexibility can be used to delay shore leave and access, or outright deny them. Flexibility must be employed only in order to expedite shore leave and access to vessels.

2. The Coast Guard should be mindful of the MERPAC Task Statement #59 recommendations. Though it did not address the language in the 2010 Coast Guard Authorization, MERPAC did address the same language that was contained in the 2006 Coast Guard Authorization Bill.

3. The cost of shore leave and access to the vessel is a cost of doing business as a maritime terminal. By the very nature of a maritime terminal, there must be maritime vessels, and there can only be

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maritime vessels if there are seafarers.

4. Shore leave and access to vessels is a larger question than just the individual right of an individual seafarer to go ashore. Both shore leave and visits by seafarer welfare organizations and labor officials are part of a larger maritime

safety matrix. Major maritime safety issues are low morale and fatigue. There is a direct correlation between reducing fatigue and raising morale, and seafarer access to shore leave and seafarer welfare services.

5. We join with other seafarer welfare and labor organizations in questioning the number "907." We believe that we see this number seafarers denied shore leave annually in our own waterway.

6. We agree with other seafarer welfare agencies that seafarer welfare agents should not have to receive permission from the ship agent or be on the facility gate list to visit vessels. The person responsible for visitors coming aboard the ship is the Ship Security Officer. If the seafarer welfare agent has participated in the required facility security and safety

training, and is on the list of approved facility visitors, then he or she should not also need the approval of the ship agent, or be placed on a gate list to board the ship for each vessel each time it calls. This is the responsibility of the SSO.

7. We believe that many facilities have developed quality and efficient procedures for shore leave and access to vessels. These should be collected and offered as industry "best practices." These "best practices" can be placed in a form of a NVIC to give guidance to facilities in writing or modifying their facility security plan.

8. We strongly support the proposed rule calling upon facilities to establish agreements or arrangements between themselves and seafarer welfare agencies. This will go far in developing a partnership between both organizations that will improve seafarer welfare and enhance maritime security. ☆



Father Sinclair Oubre speaks at a public hearing after the Coast Guard issued rules on Section 811 of the Coast Guard Authorization Act.



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In the Interest of Public Safety



by Captain Jeff Cowan
#3070-R

response to query made by a congressional representative on behalf of a prospective mariner regarding incorrect Medical Credential date of expiration after three weeks of no response from the CG National Mariner Center in Martinsburg, West Virginia.

In 2006, the International Maritime Organization adopted the Maritime Labor Convention (MLC) pending approval from member states. Finally, in August 2012, 30 percent of the participating countries ratified the Convention. In August 2013, the MLC became law per international treaty.

The USCG eventually issued a final rule 17 January 2014, five months after the fact, and took another two months to correct the adhoc issuance of first medical credentials. So why did it take the USCG so long to formulate the final rules for medical credentialing? They had seven years from the date of passing the Convention and another year after ratification to finalize rules. What if my livelihood depended upon timely issuance of that piece of paper?

Real Issue

The issue stems from the date of expiration provided on these credentials. The first Medical Credential was slated

“While the U.S. Coast Guard regrets any hardship merchant mariners may experience to maintain their credentials, we must maintain the safety of the Marine Transportation System through a comprehensive MMC (Merchant Marine Credential) evaluation process. This allows the U.S. Coast Guard (USCG) to make well informed decisions while protecting the public safety.”

The USCG issued these words in response to query made by a congressional representative on behalf of a prospective mariner regarding incorrect Medical Credential date of expiration after three weeks of no response from the CG National Mariner Center in Martinsburg, West Virginia. In 2006, the International Maritime Organization adopted the Maritime Labor Convention (MLC) pending approval from member states. Finally, in August 2012, 30 percent of the participating countries ratified the Convention. In August 2013, the MLC became law per international treaty. The USCG eventually issued a final rule 17 January 2014, five months after the fact, and took another two months to correct the adhoc issuance of first medical credentials. So why did it take the USCG so long to formulate the final rules for medical credentialing? They had seven years from the date of passing the Convention and another year after ratification to finalize rules. What if my livelihood depended upon timely issuance of that piece of paper?

to expire four (4) months after issuance. It can take six months to one year to complete the process for the certificate initially, which is why the original query had been made asking about an expiration date, which was good for only four months. The Coast Guard ignored that inquiry, and Congressional representative intervention became necessary to secure a response. How are mariners, whose very livelihood relies upon having necessary certifications to sail, supposed to meet the submission requirements and receive a certificate that allows them to sail if when issued, they are only good for a few months?

Actually, there are three dates printed on a medical credential. First Class Pilots, for example, have a two-year maximum expiration date. If the Pilot is actively engaged in piloting ships, then the certification has to be renewed in one year. If they are not engaged in piloting, then the expiration is two years. The second date is for mariners engaged upon international voyages which requires the Standard of Training, Certification and Watchkeeping (STCW) training certificates. This medical credential expiration date is two (2) years. The third date of expiration is for national credentials or ratings for mariners who do not travel internationally, with a five year expiration date.

If the issuing body is truly interest-

ed in “protecting the public safety,” how does granting a five-year expiration date for operators plying domestic waters meet this lofty goal? Everyone else must undergo the probes and expense of medical examinations every two years, or one year as in the case of active pilots.

Policy in Practice

In 2003, the New York Staten Island Ferry ANDREW J. BARBERI allided a maintenance dock while carrying around 1,000 passengers and 15 crew, injuring 70 of those passengers and resulting in the deaths of 11 passengers. Mariners tasked with ferrying millions of American passengers annually and those moving millions of barrels of oil in the same time period along the U.S. Coast get their medical condition checked every five years. Hence, if the intent of the U.S. Coast Guard is “to maintain the safety of the Marine Transportation System through a comprehensive MMC (Merchant Marine Credential) evaluation process,” shouldn’t these mariners whose wellbeing is necessary to the health, safety and security of U.S. citizens and U.S. resources receive the same sort of review?

Upon further investigation of the ferry incident, the operator, an assistant captain at the time of allision, was temporarily unresponsive after taking one prescription pain reliever that promotes



drowsiness. According to company regulations, there was to be a second person (assistant captain or captain) on the ferry bridge able to take control while underway and just before docking, but in this instance, the captain was not on the bridge and the two crewmembers in the wheelhouse –a lookout and mate– were not vetted to operate the ferry maneuvering controls. The incident precipitated the 10-page comprehensive medical form (719-K) required to be filled out each time a mariner renews a credential (license, seaman’s document), as opposed to the less comprehensive four-page medical form 719 in use for the previous 20 years, in one form or another.

The National Transportation Safety Board (NTSB) investigation of the event pointed out that a mariner’s medical status is reviewed only every five years, during which time he or she could experience new medical symptoms, see a health care provider, take new medications, or be hospitalized. Nevertheless, the accident that happened over 10 years ago has not changed the policy for this class or service of mariner. Why are the mariners who ferry millions of people and transport millions of tons/barrels of hazardous substances along our coast exempt from taking physicals every two years? Are these nationally credentialed crewmembers in that good of physical shape?

Real Life – Impossible Criteria

The reasons for the unequal playing field are actually quite simple. If the NMC were to have all credentialed mariners submit physical examination results at two-year intervals, our Coast Guard could not perform the necessary 200,000 evaluations in a timely manner. Presently, their annual evaluations number from 50,000 to 70,000 annually. Given present manpower and resources allocated by the DHS, if they did attempt to evaluate over 200,000 exams per year, ships would not sail, and oil among other products, would not get moved. The

safety of millions of people and clean waterways hangs in the balance.

The Federal Aviation Administration has over 1,000 medical doctors or Aviation Medical Examiners (AME) trained in occupational medicine. Is the aviation industry that much different from the sea going trades? In terms of public visibility, that’s certainly the case. In terms of the amount of cargo and passengers moved by the domestic maritime industry on an annual basis, it certainly is not. If it is important enough to hire that many medical professionals to oversee the very important health of the nation’s airline professionals, the same is true for the waterfront.

Another Headache: Off the Water and into the Classroom

Beyond those who hope to continue to go out to sea, despite advancing into the ranks of the so-called “middle-aged” and taking with them the health baggage that goes along with it, another issue lurks for both the Coast Guard itself and the maritime academies and training institutions that are bringing along the next generation of mariners. That’s because another implication of the heightened medical criterion is the recertification of “at-sea” training instructors, as well as those who never intend to sign articles ever again. As professors and instructors become older, it becomes just as difficult for these licensed mariners to maintain their tickets as it does for those who remain at sea. And, most academies require a valid license for those who teach professional subjects.

Projecting further, today’s American deep sea merchant fleet engaged with international commerce consists of perhaps 86 to 120 ships. Hence, the number of mariners actively engaged with this type of operation are likely as selective a group as major league baseball players. When these people decide to retire or leave commercial service, some go on to impart their knowledge at the various maritime academies and training institutions. Many do not. Those who do, find themselves in the same situation as

their seagoing counterparts.

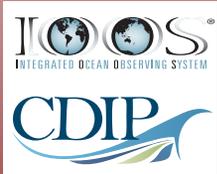
Separately, and as the STCW training issue moves forward, the possibility of cramming a four-year college curriculum into a training regimen that can’t possibly be accomplished in five also hits home in terms of who will still be “qualified” to do just that. Not many, if the current regulations continue. Sometimes, knowledge should be the variable that trumps everything else. But not if a standard stipulates one, two, and then five years of medical credentialing - all at the same time. Could today’s educational professionals –sailing on a training ship that is already required to have a physician on board– continue to do what they already do so well? Of course they can.

There is a reason why it takes twenty to thirty years of actual sea time to eventually bring along the next generation of mariners. Yes, simulation is doing that much better than the previous practice of standing an otherwise boring sea watch, interrupted by fleeting moments of terror. That said; there is much to be said for –and everything to be lost if we discount– the experience imparted by today’s rapidly graying mariners.

Today’s dilemma for the Coast Guard, the IMO, and everyone else, involves trying to cram 20 years of experience into a 20-year-old body. It simply cannot be done. With a policy of having one, two and five-year medical renewals for different sectors of the maritime industry, we do nothing to promote safety, everything to create havoc, and nothing to impart a culture of parity. It is easy to say that it’s all about money. But it’s not. We properly police, in a uniform fashion, truckers, airline pilots and railroad professionals. There is no reason to not do the same with America’s mariners, no matter what sector they toil in. Anything less is unacceptable. ☆

Captain Jeff Cowan sailed aboard various containerships as Master, capping a 35-year sea-going career. This article first appeared in Marine News, November 2014.

San Pedro South Buoy Deployment: Contributing to the Port of Long Beach's Under Keel Clearance (UKC) System



by Jennifer McWhorter, M.A.S
Coastal Data Information Program
Southern California Coastal Ocean Observing System

On October 15, 2014, the Coastal Data Information Program (CDIP) based at the Scripps Institution of Oceanography, University of California San Diego, deployed a wave buoy located in the separation zone of the San Pedro south bound shipping lane, at 33° 34.646' N, 118° 10.894' W, 216 ft depth. The newly deployed San Pedro South Buoy, funded by the U.S. Integrated Ocean Observing System (IOOS), will be used operationally by Jacobsen Pilot Service, Inc. for validating oceanographic conditions to ensure the safe transport of ves-

sel traffic transiting at the Port of Long Beach. This buoy is one component of a larger project to ascertain the Under Keel Clearance (UKC) of commercial vessels. In collaboration with federal, state and industry partnerships, the Dutch company PROTIDE will develop a model that provides the UKC information. With funding from the Oil Spill Prevention and Response (OSPR) and the Port of Long Beach (POLB) for the initial assessment, the Marine Exchange of Southern California in San Pedro will serve as the management entity for this project.

PROTIDE Under Keel Clearance (UKC)

The PROTIDE UKC system will host a variety of products and services stan-

dardizing environmental observations and forecast products. These products are provided by the National Oceanic and Atmospheric Administration (NOAA), NOAA's National Weather Service (NWS), the National Center for Environmental Prediction (NCEP), the Operational Oceanographic Products and Services (CO-OPS), and the Office of Coast Survey (OCS). The NWS and NCEP are in the process of developing a series of high resolution, near-shore wave models called the Nearshore Wave Prediction System (NWPS) that will provide accurate forecast guidance of waves and swell for the coastal zone that support such activities as maritime navigation and rip current forecasts. In addition, the OCS conducted a full bottom coverage hydrographic survey. The

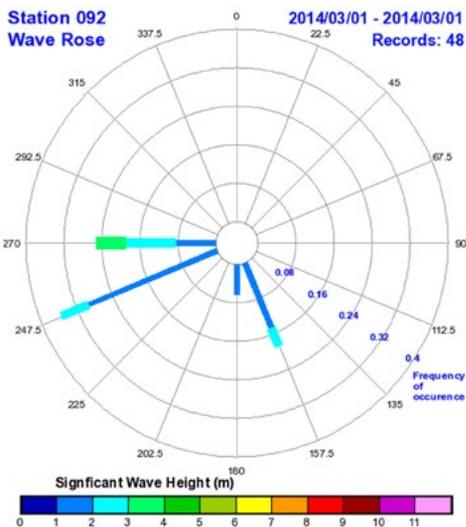
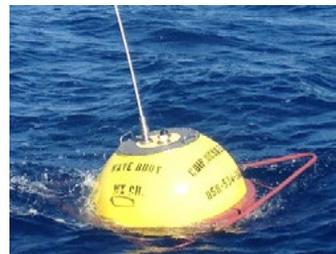


Figure 1. The Wave Rose plot displays frequency of swell direction to the San Pedro Buoy.

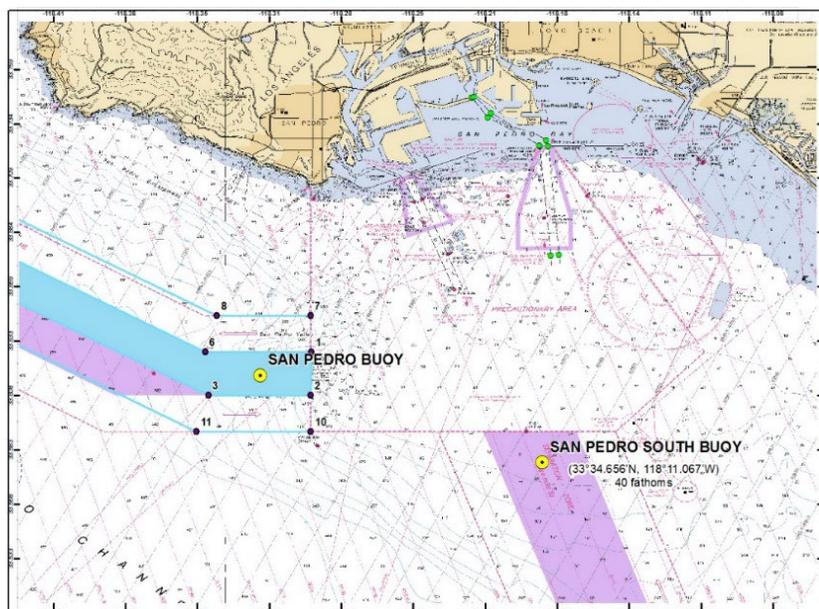


Figure 2. The new San Pedro South Buoy will help validate ocean observations in the Port of Long Beach.



PROTIDE UKC system will also use existing astronomical tide predictions provided by CO-OPS from the existing observational water level station located in the Port of Long Beach. Both the San Pedro and San Pedro South buoys will be used both in real-time for operations and also for wave model validation.

Swell Vulnerability

Combined, the Port of Los Angeles and the Port of Long Beach are the busiest ports in the United States for vessel transport, therefore, oceanographic parameters are extremely important in assuring the safety and operations of vessel traffic. The unique geography of this area makes the ports extremely susceptible to wave energy. Based on long-term measurements from the first San Pedro Buoy, the most frequent swell direction is from the west and the second most common swell direction is from the south. The Channel Islands do not protect the ports from these angles of swell. South swells are most common in the summer months and west swells in the winter. In addition to the lack of protection from the Channel Islands from west and south swells, the bathymetry tends to channel wave energy right into the ports. The deep channel between Santa Catalina Island and Los Angeles provides the perfect funnel for high south swell events into the direction of the port. By monitoring these conditions, we can provide the Jacobsen Pilots and the local mariners with an accurate forecast to prevent hazardous conditions.

The IOOS funding for this buoy is in collaboration with the U.S. Army Corps of Engineers and the California Department of Parks and Recreation.

Data from this buoy is available through the CDIP website (cdip.ucsd.edu), the NOS PORTS website (tidesandcurrents.noaa.gov/ports/) and NWS National Buoy Data Center (NDBC) website (www.ndbc.noaa.gov). For further information email www@cdip.ucsd.edu. ☆

Under Keel Clearance at the Columbia River Bar



by Captain
Dan Jordan #2698-R and
Giles R. Lesser
OMC International

The Columbia River Bar (USA) is one of the most dangerous and challenging navigated stretches of water in the world. However, successful passage grants access to several inland ports and waterways through which transportation between the US Pacific Northwest and the world averages 40 million tons of cargo valued at \$20

billion each year.

During 2011 and 2012 OMC International performed under-keel clearance (UKC) modeling and detailed validation studies for the Columbia River Bar Pilots including measurement and analysis of the motion of 24 vessels crossing the Columbia River Bar in moderate to high seas. Measurements and detailed UKC modeling reveal that UKC needs to be carefully managed on the Columbia River Bar. Conditions under which touch bottom events might occur vary greatly with vessel class and transit direction and that no clear “rules of thumb” can be established to ensure risky transits are avoided. A web-based demonstration DUKC® system has been used by the Columbia River Bar Pilots to analyze the UKC of more than 130 deepdraft transits.

Introduction

The Columbia River Bar, where the outflow of North America’s 3rd largest river meets the high-energy ocean swells of the Northeast Pacific has long been regarded as a dangerous, but vital, waterway. Since discovery and exploration by Europeans in the early 19th

century, the 100-mile (160 km) stretch of river to the city of Portland has been developed into a maintained shipping channel along which more than \$18 billion in goods now flow each year.

Upstream of Portland a further 360 miles (580 km) of maintained navigation channel (14 feet (4.3m) deep) provides navigation by barge all the way to Lewiston, Idaho through a series of 8 dams and locks which provide an elevation gain of more than 700 feet (220m) (Figure 1). This waterway is the third largest grain export gateway in the world and the U.S. West Coast’s second largest automobile import gateway. All import and export goods shipped along this important waterway must cross the Columbia River Bar to reach the Pacific Ocean.

Between 2006 and 2010 the 105 mile navigation channel between Astoria and Portland was dredged to increase the maximum allowable draft of vessels calling at the Lower Columbia River ports from 40 to 43 feet (12.2 to 13.1 metres). The depth of the Columbia River Bar remained unchanged and is maintained at a depth of 55 feet (16.8

Continued on next page >>>

Under-Keel>>>Continued from page 19 metres). At times of high swells the vertical motion of large commercial vessels crossing the Columbia River Bar can be significant and underkeel clearance on the Bar may become critical.

Vessel motions and under-keel clearance on the Columbia River Bar has been previously investigated. From 1978 to 1980 a major measurement campaign was performed by Tetra Tech¹ in an effort to establish vessel wave response. This study was a remarkable effort considering the cumbersome equipment (200 kg) available at that time to measure and record each ship's motion. 53 ships were measured crossing the Bar over a two-year period. Downward wave response ranged up to 22 feet (6.7m) in swells up to 15-20 feet (4.5-6m) in height. However, results of this study are not directly relevant to present day shipping as the vessel fleet crossing the Bar has changed significantly in the last 30 years.

More recently, as part of the engineering associated with the river deepening project, the depth of the Columbia River Bar was assessed. Although several puzzling inconsistencies were found in

previous studies the Bar depth was left unchanged at 55 feet.

In 2011 the Columbia River Bar Pilots (CRBP) obtained funding from the Oregon Department of Transportation Connect Oregon III grant program for the purposes of enhancing navigational safety over the Columbia River Bar. The CRBP's grant included 80% of the funding required to deploy two new wave buoys, perform a study to analyze under-keel clearance (UKC) of a modern vessel fleet over the Bar, and provide a demonstration computer-based Dynamic Underkeel Clearance (DUKC[®]) system for evaluation by the CRBP.

The wave buoys were deployed and are now maintained by Scripps Institute of Oceanography. One buoy (NDBC station 46248 – Astoria Canyon) is located 25 miles offshore in approximately 200 m water depth. The other (NDBC station 46243 – Clatsop Spit) is located 2.5 miles from the tip of the southern breakwater in approximately 25 m water depth. The Clatsop Spit buoy was located as close to the Columbia River Bar as possible within the constraints of keeping the buoy clear of the shipping to avoid having it run down and sheltered from the main ebb current jet to avoid having the buoy submerged by currents which routinely exceed 4 knots.

The UKC study, performed by

Melbourne-based OMC International and reported in this paper, aimed to determine the risk profile of a representative modern fleet of vessels, thoroughly validate the numerical models used in the study, and establish the same, validated, numerical models in a real-time web based system for use by the CRBP to predict and manage the grounding risk experienced by vessels crossing the Columbia River Bar.

Approach

The Columbia River Bar UKC Study was performed in 5 distinct stages, as follows:

1. Configuration of under-keel clearance modeling

In order to perform under-keel clearance modeling, environmental models of waves, tidal levels, tidal currents, water density and ship motion models are required.

For the UKC Desk Study two full years of environmental conditions were obtained by utilizing an existing, calibrated, combined Delft3D/SWAN numerical model of the Columbia River Estuary². This model was run using forcing/boundary conditions measured at

² Elias, E. P. L., G. Gelfenbaum, and A. J. Van der Westhuysen (2012), Validation of a coupled wave-flow model in a high-energy setting: the Mouth of the Columbia River., J. Geophys. Res., doi:10.1029/2012JC008105

¹ Tetra Tech (1980). Columbia River Entrance Channel Deep-Draft Vessel Motion Study, Final Report. Prepared for Department of the Army, Portland District, Corps of Engineers. Tetra Tech report no. TC-3925. September 1980.

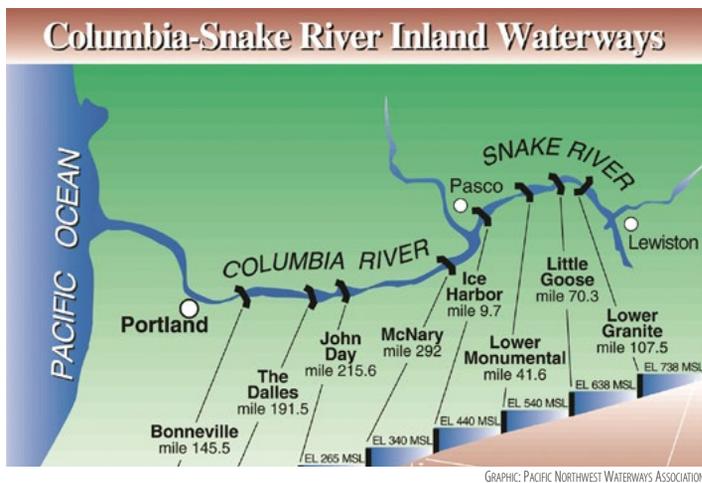


Figure 1. The extensive Columbia-Snake River Inland Waterways showing major dams and lake elevations.

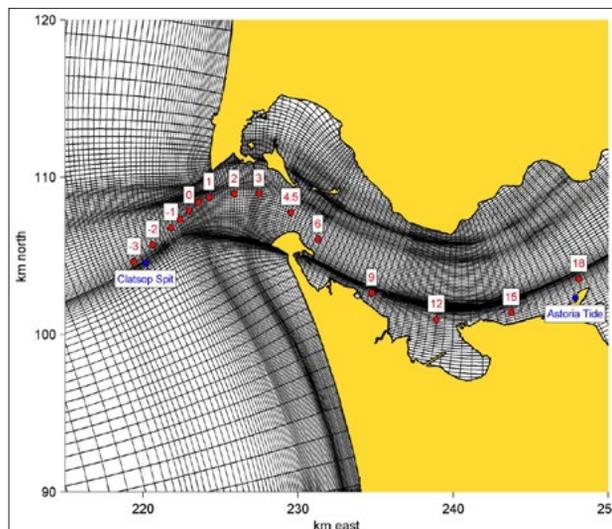


Figure 2. A portion of the Delft3D model grid showing output station locations (red) and wave and tide instrument locations (blue).



the NOAA Columbia River Bar Buoy (46029) and USGS river discharge data recorded at the Beaver Army Terminal near Quincy, OR (14246900). A series of output points were placed in the wave and hydrodynamic models in order to obtain the required output data along the channel centreline (Figure 2). Model outputs were validated against available data.

Wave-current interaction is a critical process as currents stronger than 2 knots can significantly alter the amplitude, direction, and wavelength of ocean swells and therefore critically affect the impact of these swells on vessel motion. Unfortunately, wave-current interaction at the mouth of the Columbia River is still imperfectly understood^{2,3}. The Delft3D model was selected because of its ability to link the wave and current models in an attempt to model these effects however the model is known to suffer limitations when waves meet strong opposing (ebb) currents².

For the live DUKC[®] system, where predictive calculations of UKC are required the tidal hydrodynamic predictions are obtained from the Port of Portland “Loadmax” river level forecast system⁴ and the NOAA Columbia River Estuary Operational Forecast System (CREOFS)⁵. Operational wave forecasts are not available for the Columbia River Bar. For the demonstration DUKC[®] system the waves used in the ship motion predictions were derived by using the latest wave spectrum measured at the Clatsop Spit wave buoy transformed by algorithms derived from the Delft3D/SWAN modeling to account for spatial variations in the waves along the shipping channel expected at the appropriate

stage of the tidal cycle.

Ship motions are modeled using OMC International’s DUKC[®] system⁶ which was configured to compute under-keel clearance components such as squat, wave response, heel, and draft adjustment due to water density changes every ¼ mile (400 m) along the shipping channel from three miles offshore of the Columbia River Bar to approximately 20 miles up the river near the town of Astoria (Figure 3) where the Columbia River Bar Pilots hand over pilotage of vessels to the Columbia River Pilots.

Analysis of the resulting under-keel clearance results was separated into two distinct regions: the Bar (River Mile (RM) -3 to RM 3) where vessel wave response may play a significant role in under-keel clearance and the River (RM 3 to RM 17.5) where under-keel clearance is predominantly determined by tidal water levels and vessel squat.

2. UKC Desk Study

The UKC Desk Study was performed by selecting a representative fleet of 10 vessels and transit directions and simulating that each of these vessels sailed over the Columbia River Bar each hour

for the two-year period 1 April 2009 to 31 March 2011. Times during this period where the Bar had been declared closed to shipping (approximately 3% of the time) were excluded from the analysis. This resulted in a simulation database of approximately 170,000 hypothetical vessel transits across the Bar.

Each transit was then evaluated against the CRBP’s “Three foot rule” which is intended to ensure that all vessels maintain a 3 foot (0.9m) gross UKC clearance in the River section (RM 3 to 17.5) of the transit. Transits that did not satisfy the three foot rule were excluded from further consideration.

The remaining transits were classified as either “fair”, “risky”, or “hazardous” depending on the assessed probability of the transit experiencing a bottom-touch event over the Bar. Results were then aggregated and patterns were analyzed by ship type for factors such as tidal stage at time of sailing, offshore wave conditions that contributed to risky or hazardous transits. A limited sensitivity analysis was also performed.

3. Summer validation measurements

During July to August 2011 OMC performed full-scale measurement and

Continued on next page >>>

6 O’Brien, Terry, Experience Using an Innovative Under Keel Clearance Prediction System in Australian Ports. Port Technology International, Issue No. 6, 1997, pp165-169.



Figure 3. Arrangement of the DUKC[®] calculation locations for the Columbia River Bar. Calculation locations are arranged every ¼ mile (400 m) along the deep-draft shipping channel. This layout provides sufficient resolution to capture spatial variation in ship keel elevation while keeping computational effort to a manageable level.

3 González, F.I. (1984). A Case Study of Wave-Current-Bathymetry Interactions at the Columbia River Entrance. Journal of Physical Oceanography, Volume 14, pp 1065-1078. June 1984.

4 Port of Portland. Port of Portland – Marine – Columbia River Forecast. Last modified 13 January 2012. Accessed 30 May 2013. www.portofportland.com/nvgt_rvr_frcst.aspx

5 NOAA / National Ocean Service, Columbia River Estuary Operational Forecast System (CREOFS). Revised 26 September 2012. Accessed 30 May 2013. http://tidesandcurrents.noaa.gov/ofs/creofs/creofs.html

Under-Keel >>> *Continued from page 21*
 analysis on six vessels transiting over the Columbia River Bar. Measurements were performed using high precision Trimble GNSS (GPS) receivers located on the bow and both bridge wings of each target vessel. The pilot launch was also equipped with high-precision GPS and acted as a “chase boat” which escorted



PHOTO COURTESY OF COLUMBIA RIVER BAR PILOTS.

Figure 4. A bulk carrier outbound over the Columbia River Bar. Deployment and retrieval of GPS equipment on deck is not practical under such conditions. To capture such conditions an alternative ship motion measurement approach is required.

each vessel over the Bar. This allowed accurate measurement of the water surface elevation along the time/space trajectory followed by the vessel. GPS data recorded were post-processed against data from an on-shore base station. This method of GPS data processing results in absolute processed positions with sub-decimeter accuracy. A limited number of conductivity, temperature and depth (CTD) measurements were also performed from the pilot chase boat around the time of each transit.

Processed GPS data and knowledge of the onboard location of the GPS units relative to the ship’s hull were then analyzed to extract detailed series of ship motion and under-keel clearance. These data could then be used to validate the DUKC® model predictions for tide level, squat, heel, wave response, and draft adjustment due to density change.

4. Winter validation measurements

Due to the strong seasonality of conditions at the Columbia River Bar, wave response recorded during the summer validation measurements was expected to be minimal. However, during winter when wave response was expected to be more significant, the prevailing conditions meant that performing ship motion measurements using traditional GPS instruments was not feasible or safe.

In order to circumvent this problem OMC developed and tested the new “iHeave” device which is more thoroughly described in a companion paper at this conference.⁷ The iHeave is a simple, compact, but highly accurate motion sensor which can be set up and activated by a marine pilot on the bridge of a ship within a minute or two. The iHeave device was used by the CRBP between November 2011 and March 2012) to accurately measure short period vessel motions (primarily wave response) on board 24 ves-

sels transiting the Columbia River Bar. Data recorded by the iHeave were sent back to OMC for detailed processing and analysis. The processed iHeave ship motion data were compared with corresponding DUKC® simulation results prepared for each measured transit.

5. Live demonstration DUKC® system

Following the successful completion of the winter validation measurements a web-based demonstration DUKC® system was established (Figure 5). To provide reliable and high-quality service to the Columbia River Bar Pilots the demonstration DUKC® system was hosted on the Microsoft Azure Cloud. Access to the DUKC® system is limited to registered Columbia River Bar Pilots who can use the system to plan upcoming transits and monitor the calculated UKC of transits currently underway.

Data inputs to the system consist of ship principal particulars, loading and stability parameters, live ship speed and position data from AIS, river level forecasts issued daily by the Port of Portland Loadmax system, and Bar water level, current, and density forecasts issued twice daily by the NOAA CREOFS model. Live environmental data are also



Figure 5. Example output of the demonstration DUKC® system showing a profile of UKC-related information for a particular transit of a specific ship. Black indicates sea bed, light grey is ship’s draft and dark grey is dynamic motions allowance. Pale blue indicates predicted UKC.

7. Hibbert G and Lesser G.R. (2013). Measuring vessel motions using a rapid-deployment device on ships of opportunity. Proc. Coasts and Ports 2013, Sydney.

used and made available on the website from local tide gauges and wave buoys. Default ship stability parameters representative of each vessel class were able to be selected by the user in case actual stability parameters were not available for a particular transit.

Results

UKC Study Key Results

1. Confirmation of a significant level of risk to be managed (2.0% risky transits and 0.5% hazardous transits over all transits analyzed) in the absence of pilot judgment.

2. Clarification that transit risk varies significantly between the different vessel classes with deeper (larger) ships not necessarily presenting the greatest risk as shorter (and slightly shallower) ships tend to resonate more with the prevailing swells experienced at the Columbia River Bar.

3. Confirmation that wave response of vessels crossing the CRB is the greatest contributor to risky and hazardous transits, with heave and pitch motions dominating the large-amplitude wave response.

4. Hazardous transits were identified with a minimum offshore wave height of 8 feet (2.4m), but more typically occur when the offshore wave height is above 13 feet (4.0m). However there is not a simple relationship between offshore wave height and transit risk.

5. Hazardous transits tend to be associated with the following conditions:

- Downward wave response greater than 18 feet (5.5 m).
- Offshore swell periods between 12 to 20 seconds.
- Swells coming from the SW through to the NW.
- Low water and peak ebb tide over the CRB.

6. The critical region for UKC is the shallow region of the channel, over the Bar, between RM -2 and RM 2 with the majority of transits controlled at RM 0.

Summer Validation Results

DUKC tide plane predictions compared very well with chase boat measurements, with a maximum error of

approximately 1 foot (0.3 m) over the Columbia River Bar.

The DUKC® density predictions are within the range of density measurements taken before and after each transit.

Measured squat is generally well represented by the DUKC® squat model, which is typically conservative by less than 1 foot (0.3 m). An exception to this is that squat of container vessels over the CRB is over-predicted by approximately 1.5 feet (0.5 m).

Measured heel of bulk carriers is negligible (less than 0.4 feet, (0.1 m)) and the pattern is only vaguely represented by the DUKC® inertial heel model. Measured heel of container vessels is small, up to 1.5 feet (0.5 m). The DUKC® inertial heel model makes a reasonable first approximation to the pattern and amplitude of the observed heel.

During the summer campaign measured wave response never exceeded 4.5 feet (1.4 m), which is very low in comparison to what is expected in the winter campaign. The large amplitude wave response expected from the winter campaign will produce more relevant data to validate the DUKC® wave response model.

Winter validation results

The winter iHeave ship motion measurement results indicate the following:

1. Maximum downwards wave response ranged from 4.8 feet (1.5 meters) to 17.1 feet (5.2 meters), with values in the range of 10-15 feet (3.0-4.5 meters) being fairly typical.

2. Roll was not a critical wave response component for determining minimum UKC over the CRB for the 24 deep draft transits measured.

3. Inbound vessels have significantly longer period heave and pitch motions than outbound vessels due to the effect of following waves.

4. Roll period is unaffected by transit direction but is dependent on vessel class and load condition.

5. Of the 24 vessels measured during the winter campaign, 4 are assessed as having a significant level of risk (with “measured” minimum keel elevation

within 3 feet of the design 55 foot channel depth.

6. UKC was not a concern for any of the 4 inbound vessels measured. This is primarily because inbound vessels are timed to cross the CRB near high water.

7. The majority of “risky” transits occurred near low water at the CRB. All “risky” transits occurred at times when the modeled water level at the CRB was predicted to be 2 to 3 feet lower than the level measured at the Astoria tide gage at the time. This gradient in the tide plane should be confirmed by further water level measurements on the Columbia River Bar.

8. Two of the four “risky” transits were container vessels traveling at high speed over the CRB. Reducing speed could increase the UKC of these vessels by reducing squat however the consequent impact on wave response would also need to be considered investigated.

9. Waves and therefore wave response at the CRB are extremely complex to predict. The DUKC® wave response calculations are state-of-the-art, but are far from perfect. Many of the measured transits are very well predicted, but a few contain significant errors.

10. Adjusting the vessel heading to account for possible crabbing (set) effects has a significant effect on the predicted vessel wave response for many vessels. This implies that uncertainty in vessel heading and wave angle are likely to be significant contributors to the uncertainty in predicted UKC.

11. In this complex environment an uncertainty allowance of 6 feet on top of the DUKC® prediction of best estimate wave response is required to ensure DUKC® results during significant events are conservative.

Live demonstration DUKC® System Results

The Columbia River Bar Pilots have used the demonstration DUKC® system over the winter of 2012-2013 to plan more than 130 transits and successfully monitored the computed UKC of 70 of those transits across the CRB. Transit planning allows a pilot to predetermine,

Continued on next page >>>

Under-Keel >>> *Continued from page 23*
up to 24 hours in advance, a suitable sailing time and speed to pass both the Bar and River sections of the transit with sufficient UKC. Transit monitoring takes the actual time and speed data from the ship transit and computes what UKC would have existed, according to the validated DUKC® models and actual measured wave and tide data. An example transit planning screen is shown in Figure 6.

The large, 6-foot (1.8 m) uncertainty in the wave response predictions means that an undesirably high proportion of the transits cannot be classified as either safe or hazardous with a high level of confidence. This requires pilots to continue to exercise judgment in the many uncertain cases.

Pilots report that the DUKC® tidal window predictions in the River section of the transit approximately correspond to traditional pilot calculations.

The DUKC® website provides a visual

tool which the Columbia River Bar Pilots have used to analyze safer sailing times and determine hazardous time windows when vessels should not sail. Use of the DUKC® website has also improved pilots understanding of both tidal slope and wave response in regards to UKC.

Discussion and Conclusions

The Columbia River Bar presents an extreme test of our ability to model and predict coastal processes such as waves and currents. However several skilled local organizations are working on operational environmental models and these efforts should be encouraged.

The UKC Study reported here confirms the results of earlier studies and reveals the complexity of ship/wave/tide/current interaction at the Columbia River Bar. The UKC Study predicts that significant UKC risk exists for certain vessel classes and requires careful management.

Summer validation measurements confirm the accuracy of the DUKC® tide, current and squat models established during this study.

Winter validation measurements indicate that in 4 of the 24 transits measured the keel of the ship went within 3 feet (0.9 m) of the design channel depth. This confirms the importance of UKC management over the Bar.

Winter validation measurements also emphasize the complexity of modeling vessel wave response in such a dynamic environment – especially when the waves themselves are poorly modeled at the Bar.

Despite the undesirable uncertainty in wave response predictions, the demonstration DUKC® system was found to be a useful tool by the Columbia River Bar Pilots in operation over 2012/13 winter. The pilots used the system to analyze the UKC of more than 130 deep-draft transits and improved their understanding of the associated UKC issues.

Results highlight the need to consider the CRB as one of several controlling “gates” for a successful transit up or down the river. The following further work is indicated:

- a) Further measurements to confirm the tidal slopes and vertical survey datum at the Bar, identified as critical in this study.
- b) Improved wave modeling and forecasting at the Columbia River Bar.
- c) Improved vessel wave response modeling under the complex wave/current conditions experienced at the Bar.
- d) Detailed and integrated consideration of departure strategies for deep draft vessels departing ports on the Columbia River in order to ensure that UKC criteria are met at ALL gate locations on the lower Columbia River and Bar.

Acknowledgments

This study would not have been possible without the funding received from the Oregon Department of Transportation Connect Oregon III grant. The authors would also like to acknowledge the support of the Port of Portland in seeking funding and communication with communicating with the wider stakeholder group. The helpful assistance of NOAA in providing the required output points into the newly operational CREOFS model and the invaluable assistance of David Evans and Associates who provided survey equipment and assisted with the summer measurement campaign are also gratefully acknowledged. ☆

Captain Dan Jordan is an active Columbia River Bar Pilot (President) and CAMM’s VP of Pilot Relations. Giles R. Lesser is employed by OMC International, Melbourne, Australia.



Figure 6. Example planning output of the demonstration DUKC® system for the Columbia River Bar showing 24 hour scans of predicted UKC over both the Bar and River sections of the transit for a particular ship. Red, orange and green indicate times of high, medium and low risk of grounding respectively.

The Shipmaster and the Maritime Labor Convention, 2006

The Master and Titles 3, 4, 5 and Conclusions



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

The Master and Title 3: Accommodations, Recreational Facilities and Catering

The master has duties and responsibilities as to Title 3. Accommodations, recreational facilities and catering go to the heart of how seafarers and the master live, eat and spend their leisure times. As such, it directly falls under the master's duty to preserve the lives of those aboard. It further implicates all his other duties as to the safety of the vessel, the cargo, the prosecution of the voyage and the preservation of the environment. Without seafarers being healthy and nutritiously fed, housed in comfortable quarters and allowed to do things other than thinking about seafaring, the general welfare of the vessel declines and increases the risk of accidents, illness, chronic disease and thereby increases the risks to the vessel, the persons aboard, the cargo, the prosecution of the voyage, the environment and is not compliant with flag State laws under the Convention. Hence, the master performs all the management and ministerial functions under Title 3 to perform his or her mandated duties.

As to accommodation and recreational facilities,¹ the purpose of the Regulation is to ensure that seafarers and masters have decent accommodation and recreational facilities on board. There are requirements in the Regulation outside the master's control and therefore outside his immediate duty. Other

¹ Regulation 3.1.

things within the Regulation are well within the master's control and duties. There is a grandfather clause where the Convention applies to ships built after a certain date. Hence, items which can only be addressed in design and construction of the vessel are outside the master's control in older ships, and in new ships, construction is within the domain of the State and the owner's classification society, which presumably follows the Convention rules in design and construction oversight. The overarching concepts of safety and decency apply to accommodations and habitable facilities. Members must adopt inspection regulations for on-going compliance and must consult with seafarers' and masters' and owners' organizations in implementing the Regulation. Incorporated is Regulation 4.3 on health and safety and accident prevention and Regulation 5.1.4.²

Accommodations require specific lighting, heating, ventilation, air conditioning, drainage, privacy and modesty, sanitary, laundry, and equipment and have operational implications as to ambient nuisances such as noise and vibration (from engines, steering gear rooms, deck winches, ventilation, heating and air conditioning equipment, other noisy machinery with sound proof

² An inspection and compliance rule is incorporated in the Regulation upon registry, change of registry, sale or substantial alteration of a vessel. Design and construction requirements are not mentioned in the present discussion because they are outside the control of the master. However, specific habitability and comfort systems which must be inspected and maintained within the control of the master are discussed.

control rooms in engine rooms) and chemicals, each under the partial control of the master.

Consistent with Guideline B4.3.2 Exposure to Noise, the Member with international organizations and representatives of shipowners' and seafarers' [and masters'] organizations should review continually the problem of noise with the objective of improving the protection of seafarers and masters, in so far as practicable, from the adverse effects of such exposure. The review should take account the adverse effects of exposure to excessive noise on the hearing, health and comfort of seafarers and masters and the measures to be prescribed or recommended to reduce noise. The measures to be considered should include instruction of seafarers and masters in the dangers to hearing and health of prolonged exposure to high noise levels and in the proper use of noise protection equipment; provision of approved hearing protection equipment; and assessment of risk and reduction of exposure levels to noise in accommodation and recreational and catering facilities, as well as engine rooms and machinery spaces. Guideline B4.3.3 – Exposure to Vibration is similar in language.

Thus, each of these is within the domain of the master to enforce flag State law in inspecting, maintaining, provisioning, having aboard the requisite chandlery spares, recording and reporting, operating, planning and managing within his or her duties of preservation of the vessel, souls aboard,

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MLC >>>Continued from page 25

cargo, the environment and the voyage. Inspection is required by Standard A3.1(18). Member States and owners must supply the necessary regulatory regime and fitments for the Regulation.

Standard A3.1 on accommodation and recreational facilities requires initial and on-going inspections for compliance. This is done by the master or his delegate. Thus, such inspection is required of accommodation and recreational spaces for heating, ventilating, air conditioning (and the controls thereof), lighting (natural and artificial and the fittings and their controls), two-source power supplies for operations and emergent states, drainage and necessary hot and cold potable running water for consumption and washing, sanitary facilities with flushable toilets which are heated and drained with privacy separations, tubs and showers, clothes lockers, individual wash basin, laundry facilities with washers, dryers or a drying room and irons and ironing boards, operating or repairable accommodations to reduce excessive noise or vibration, internal environmental accommodations to eliminate the presence of harmful chemicals, berthing with reading lamps, dust-proof berth separators on stacked berths, toiletry accommodations (mirror, cabinet, etc.), separation panels for berths and separation of genders in rooms, curtains, writing and seating accommodations, bookracks, coat hooks, recreational accommodations with appropriate group tables and seats, mess utensils, dishwashers, hot and cold beverage services, refrigerator, insect screens, religious accommodation if reasonable, installations for privacy and modesty individually and by gender as necessary and by department, withal inspected and maintained to the appropriate levels of repair for sanitation, ability to clean and disinfect and to prevent vermin infestation, safety and well-being. Owners are urged to supply sheets and other bedding for use by seafarers and masters returned periodically and on voyage end and assumedly replaced

as worn out on the master's inspection. The owner provides towels, soap and toilet paper. Hospital accommodations are required with accommodation minima, as described above, which is also inspectable.

Recreational facilities should be reviewed frequently to take into account technical, operational and other [assumedly social] developments in the industry. Minimally, a bookcase, facilities for reading, writing and games should be supplied if practicable. If practicable included also should be a canteen, smoking room, television viewing and radio receiving room, cinema showings, sports equipment including exercise equipment, table and deck games, swimming facilities, library of vocational and other books, facilities for recreational handicrafts, electronic equipment [radio, television, video recorders, other-media players], personal computer, software, bar unless contrary to law or religious or social customs, access to ship-to-shore telecommunications, e-mail, internet, with reasonable charges. Efficient mail forwarding at minimal costs should be considered as well as port visitation privileges subject to security concerns and occasional voyage visitation privileges where insurance coverage is carried by the visitor for accident and illness.

The purpose of the food and catering³ Regulation is to ensure that seafarers and masters are provided food of good quality and drinking water under regulated hygienic conditions. The flag State is responsible under its laws to ensure that ships carry and serve food and drinking water of appropriate nutritional value and quantity for the requirements of the ship and takes into account differing cultural and religious backgrounds. Food shall be provided free of charge during the engagement. The ships' cooks with responsibility for food preparation must be trained and qualified.⁴ It is a duty of

³ Regulation 3.2.

⁴ Guideline B3.2.2 provides that a seafarer is qualified as a cook if he or she has served at sea for a minimum period prescribed in law, passed an examination prescribed in law or at an approved training course where the examination may be

the master for the preservation of the souls aboard and the prosecution of the voyage and the enforcement of flag State laws that he or she inspect, maintain, provide for, record and report, operate, plan and manage, as required, the catering and catering employment system. Each Member must adopt laws and regulations or other measures to provide minimum standards for food quantity and quality and for drinking water and for the catering standards that apply to meals provided on its vessels. The flag State shall undertake educational activities to promote awareness and implementation of these standards.⁵ These standards, at their minima, are that food and drinking water supplies shall be

conducted and certificates granted either by the Member or by an approved school. The authority should provide for the recognition of certificates of qualification issued by other Members or who have ratified the Certification of Ships' Cooks Convention, 1946 (No. 69), or other approved body. Under Standard A3.2, Owners, through the master as required, shall ensure that persons engaged as cooks are trained, qualified and found competent for the position in accordance with requirements set out by law. The training shall include the completion of a training course approved or recognized by the Member. There are exceptions of small crews and exceptions as to cooks for exigencies. The master is required to carry out frequent document inspections as to supplies of food and drinking water; all spaces and equipment used for the storage and handling of food and drinking water; and galley and other equipment for the preparation and service of meals. No seafarer under the age of 18 shall be employed or engaged or work as a cook.

⁵ The Member should cooperate with other agencies and organizations to collect current information on nutrition and on methods of purchasing, storing, preserving, cooking and serving food as to the requirements of catering aboard and this information should be made available, free of charge or at reasonable cost, to manufacturers of and traders in ships' food supplies and equipment, masters, stewards and cooks, and to shipowners' and seafarers' organizations. Appropriate forms of publicity, such as manuals, brochures, posters, charts or advertisements in trade journals, should be used for this purpose. The Member should issue recommendations to avoid wastage of food, facilitate the maintenance of proper hygiene, and ensure the maximum practicable convenience in working arrangements; work with relevant agencies and organizations to develop educational materials and on-board information concerning methods of ensuring proper food supply and catering services; and work in close cooperation with the shipowners' and seafarers' organizations concerned and with national or local authorities dealing with questions of food and catering.



suitable in quantity, nutritional value, quality and variety; the organization and equipment of the catering department shall be such as to permit the provision of adequate, varied and nutritious meals prepared and served in hygienic conditions; and that catering staff shall be properly trained and instructed.

The Master and Title 4: Health Protection, Medical Care, Welfare and Social Security Protection

The master has duties and responsibilities under Title 4. A healthy crew is a safe crew. He cannot be efficient in command and fully carry out his principal duties with a crew which is unhealthy or not provided for medically and in their welfares individually. Proactivity in matters of health is also a duty of the master under his duties to preserve the lives of those aboard and to act as the commercial agent of the master. If proactive measures as to health are enforced, the owner in the long run spends less money on immediate medical costs and reduces the risks of accidents and human error – each of which is costly. Hence, without the careful monitoring and proactive decisions of the master, he fails in the duties to the owner. Again, in matters of health and medical care, the master performs all the management and ministerial functions under Title 4 to perform his mandated duties.

The master must be cognizant of the health protection, medical care, welfare and social security protection provisions of the Convention. Title 4 and its Regulations look to the health and medical needs of seafarers and masters as well as their social welfare and the social security protection of their flag States. The master under his general duty to preserve the lives of those aboard should be especially concerned with the Title and its rules, expressly and with strong implications to enforce flag state law, and in so doing to inspect, maintain, provision, have aboard the requisite chandlery, report, operate, plan and manage all those matters which deal

with the health, medical care, welfare and social security of those in his employ and under his command. Indeed, the Title touches on all ship functions and all functions of the master's duties.

Regulation 4.5 is not covered in detail here because it is predominately a State matter. Rules are established for determining which state prevails in social security schemes for the seafarer and master and how disputes are resolved and how such schemes should be stated in employment contracts and how owners should pay into such schemes. Detailed rules are not yet published.

Medical care must be provided aboard and ashore.⁶ The purpose of the rule is to protect the health of seafarers and masters and ensure their prompt access to medical care aboard and ashore. The master's duties and functions are brought fully to bear in the enforcement of the Title. Each Member is to ensure that seafarers and masters on their ships have access to prompt and adequate medical care in principle at no cost to the seafarer or master.⁷ Thus, Members ensure that afloat and ashore in their territories seafarers or masters in need of immediate medical care may access shoreside medical facilities. The rules for afloat health protection and medical care in principle look toward such care to be as comparable as possible to that generally available ashore.⁸ Therefore Members must ensure the application to seafarers and masters of any general provisions on occupational health protection and medical care relevant to their duties, including prompt access to necessary medicines, equipment and facilities for diagnosis, treatment, information and expertise; give seafarers and masters the right to a qualified physician or dentist without delay in port if practicable; ensure, within domestic laws, medical care and health protection

⁶ Regulation 4.1.
⁷ Regulation 4.2. The purpose of the Regulation is to ensure that seafarers and masters are protected from the financial consequences of sickness, injury or death occurring while employed.
⁸ Under Guideline B4.1.3, shoreside medical facilities should be adequate for the purposes and the medical personnel properly qualified.

services aboard or in a foreign port are free of charge to seafarers and masters and include preventive measures such as health education. The Member must adopt a standard medical report form for the master and relevant shoreside and shipside medical persons which form is confidential and used only to facilitate medical treatment. Detailed rules are required for larger vessels which must carry a physician. Other vessels need not carry a physician but shall carry persons trained under the standards of STCW 95; that medical advice by radio or satellite communication be available around the clock and that such service be free of charge to all ships irrespective of flag.⁹ Each Member should adopt measures to secure proper and sufficient medical care for the dependents of seafarers and masters pending the development of a medical care service, which would include within its scope seafarers generally and their dependents where such services do not exist and should inform the International Labor Office concerning the measures taken for this purpose.

The master must be mindful of and enforce health and safety protection and accident prevention rules. Regulation 4.3 of the Convention takes a proactive position¹⁰ on health and safety and looks at such matters systemically¹¹ rather than morally, particularly in training.¹² The purpose of the Regulation is to ensure that seafarers and masters work environment promotes occupational safety and health. Members protect the occu-

Continued on next page >>>

⁹ See Guidelines B4.1.1 and B4.1.2 for detailed training requirements, equipment requirements and maintenance, hazardous cargo handling, communication requirements and other requirements as each apply to medical treatment.

¹⁰ See, for example, Guideline B4.3.7

¹¹ The provisions required under Standard A4.3 should take into account the ILO code of practice, Accident Prevention on Board Ship at Sea and in Port 1996, and other ILO and international standards and guidelines and codes of practice.

¹² The curriculum for the training referred to in Standard A4.3(1)(a), should be reviewed periodically and brought up to date. Guideline B4.3.10 – Safety and health education of young seafarers. Safety and health regulations – should specify measures which will minimize occupational dangers to young seafarers.

MLC >>>Continued from page 27

occupational health of seafarers and masters by ensuring they live, work and train¹³ in safe and hygienic environments. Thus, they are bound to develop and promulgate guidelines for the management of occupational safety and health aboard after consultation with owners and seafarers and masters' organizations and taking into account codes, guidelines and standards of international state national administrations and maritime industry organizations.¹⁴ The laws and regulations and other measures referred to in Regulation 4.3(3) shall be regularly reviewed and revised to take account of changes in technology and research. Members shall specify the duties of the master to take specific responsibility for the implementation of and compliance with the ship's occupational safety and health policy and program; and specify the authority of the seafarer appointed safety representatives to participate in meetings of the ship's safety committee. Such a committee shall be established on board a ship on which there are five or more seafarers. Compliance with the requirements of applicable international instruments on acceptable levels of exposure to workplace hazards and on the development and implementation of occupational safety and health policies and programmers shall be considered as meeting the requirements of the Convention. Occupational accidents, injuries and diseases must be reported to the Member and occupational accidents are investigated. Members shall cooperate with shipowners' and seafarer and masters' organizations to bring to the attention of all seafarers and masters information on particular hazards by posting official notices containing relevant instructions.¹⁵ International coop-

eration is also encouraged.¹⁶

Masters and other seafarers should have access to shore-based welfare facilities.¹⁷ The purpose of the Regulation is to ensure that seafarers and masters have access to shore-based facilities and services to secure their health and well-being. Shore leave and services are a necessary adjunct of seagoing. Every effort should be made in port and aboard to facilitate shore leave as soon as possible after a ship's arrival in port. Shore leave is encouraged and welfare facilities should be secure and accessible and provide for welfare and cultural and entertainment needs. Free circulation of information, entertainment media, sports equipment and the like is encouraged. Welfare boards for the supervision of facilities are encouraged as is international cooperation. In developed ports, standards should be high for hotels and hostels and families should be accommodated and in all cases costs should be kept low. Seafarer and masters' and owners' organizations should be involved and consulted. Information should be disseminated on public facilities, transport, welfare, entertainment, educational facilities and places of worship, as well as facilities provided for seafarers and masters as well as special laws and customs, the contravention of which may jeopardize freedom. Adequate, secure means of transport at moderate prices should be available at any reasonable time. Adequate lighting and access roads should be provided, along with signposting and regular patrols. Measures should be taken to facilitate access to consuls and effective cooperation between consuls and local or state authorities.

Seafarers or masters detained in a foreign port should be dealt with promptly under due process of law with appropriate consular protection. The local authority should request that the flag

Guarding of Machinery Recommendation, 1963 (No. 118)

¹⁶ Guideline B4.3.11 and Standard A4.3 where each Member should have due regard to relevant codes of practice published by the ILO, inter alia.

¹⁷ Regulation 4.4 and its Standard and Guidelines.

State and the State of nationality be advised. The State of nationality should promptly notify the next of kin. The competent authority should allow consular officers of these States immediate access to the detained and regular visits thereafter during detention.

The Master and Title V: Compliance and Enforcement

The Master and Compliance and Enforcement in Title V. Title V and its appendices deal with the master as a tripartite seafarer member of three groups equal in the eyes of the law: flag State, owner and seafarer. The Convention is set up to finely balance the rights, duties and responsibilities of these parties all directed to the protection and advancement of seafaring labor. A good part of Title V deals with the duties of Members in establishing systems to relate to the other two parties. The master's duties and responsibilities expressly mentioned in the Title are outlined in the following areas.

a. Article II(1)(g). The master's employment agreement is a contract of employment. This statement firmly establishes the relationship between the master and the owner and at the same time cements the relationship of the master to the class of labor called seafarers who have similar contracts of employment.

b. Standard A5.1.3 – Maritime Labor Certificate and Declaration of Maritime Labor Compliance. According to Standard A5.1.3(7), an interim maritime labor certificate may only be issued following verification that '(c) the master is familiar with the requirements of this Convention and the responsibilities for implementation...' The master here must understand and be certified in his understanding of the Convention before an interim certificate is issued. This means practically that at port state control inspections or any other inspection wherein the document is produced, a record has been made of the master's understanding. That implies that the master, where there are deficiencies on

¹³ Training is a necessary adjunct, and especial care is paid to young seafarers in such training.

¹⁴ Members shall adopt laws taking into account international instruments and set standards for occupational safety and health protection and accident prevention. The laws are adopted in accordance with Regulation 4.3(3).

¹⁵ Guideline B4.3.4 See also, Art. s 7 and 11 of the Guarding of Machinery Convention, 1963 (No. 119), and the corresponding provisions of the



the ship, has intentionally allowed such deficiencies. Thus, the master has failed in his duties as to the flag State and the owner.

b. Standard A5.1.4 – Inspection and enforcement. Standard A5.1.4(12) provides that *‘Inspectors shall submit a report of each inspection to the competent authority. One copy of the report in English or in the working language of the ship shall be furnished to the master of the ship and another copy shall be posted on the ship’s notice board for the information of the seafarer’s and, upon request, sent to their representatives’*. The master is the custodian of inspection reports and as agent of the owner is responsible for such reports. Reports are a part of the record of the vessel and are therefore evidential. Any spoliation of the report or loss of the report is indicative of the failure of the master in his or her duties to the vessel, the owner and the flag State.

c. Guideline B5.1.4 – Inspection and enforcement. Members are required to establish the competent authority for the purpose of receiving information in confidence concerning possible breaches of the requirements of this convention. This requirement enables seafarers, masters or representatives of the seafarers to request an inspection when they consider it necessary. Reports to the master of deficiencies found are reports to the owner and to the flag State of such deficiencies under the legal and commercial relationships of the master to flag State

owner. Deficiencies must be reported by the master and must be corrected and the corrections recorded. Not to do so is a failure of the master’s duties.

d. Guideline B5.1.5 – On-board complaint procedures. A Member should establish specific on-board complaint procedures. Essentially this rule sets up a compliant chain of command to the master and thence to higher authority. It is a duty of the master to efficiently prosecute the voyage. To do so he must deal with labor matters as they arise. Failure to follow the rule is a failure of the master in his duty. Attempting to defeat the chain of command of complaints is similarly a failure.

e. Appendix B5-I. Example Declaration of Maritime Labor Compliance – Part II. This section of the Convention details specific responsibility as they relate to young seafarers as defined in Regulation 1.1. The language is indicative of the administrative detail to which the master pays attention. The provisions of the concerns about young seafarers are taken seriously in the Convention and the master’s ministerial duties are laid out in the exemplar document. The Convention language suggests that owners too should be serious in their concerns. It is a failure of the master in his duties not to follow the procedure of the document.

Conclusion

The MLC is a major change and con-

solidation of the master’s duties, responsibilities and rights. It is also a clear indication of the consolidation of the shipmaster’s civil liabilities. The extent to which the States Parties coordinate their laws and efforts will reflect the extent to which new efficiencies will appear in the maritime industry. The extent to which they coordinate port State control activities under the Convention will be the extent to which maritime labor will be treated fairly, openly and directly by all States for the welfare of all seagoing people as well as the master. The extent to which the Convention is abused by Members, owners and masters will be the extent to which seagoing will continue to remain a dangerous, hard an unpleasant life for all seafarers – including masters. ☆

This article is part three of a three-part series, appearing in the October 2014 and December 2014 issues of Sidelights.

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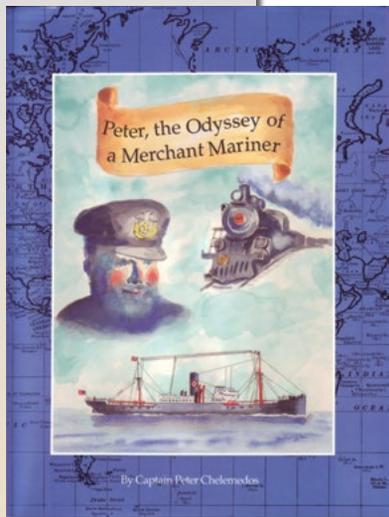


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by Captain
Peter Chelemedos
#1671-R

Peter, the Odyssey of a Merchant Mariner

Chapter 26: Wando

July- August 1952

With the bonus money from Young Iron Works, I was able to buy our first new car, a 1952 Studebaker Champion, to use while looking for a new job. I thought about getting some trips on Puget Sound to obtain a Pilot's endorsement on my Master's license.

To try for the Pilot endorsement, I first went to the Coast Guard Inspector's office to get any information regarding the form of supporting data they might require.

I was told that either a letter listing trips, each signed by the Master of the vessel or the Pilot supervising the move, would suffice, and that I would need at least twenty trips on vessels the tonnage of my license.

In order to meet the requirements for large tonnage, it would necessitate my sailing as pilot observer or mate on freighters or tankers sailing in and around Puget Sound.

I then approached the Puget Sound Pilot Association for information as to sailing as an observer with the regularly assigned pilots. It was explained that, since the pilots were only on the ship in an advisory capacity, they could not take along an observer without permission of the Master of individual vessels.

The man suggested I contact the

Steamship agencies and, perhaps, the Masters of individual ships for such permission. I called at the office of the publisher of the shipping newspaper for the area and obtained a listing of ships due in and out of Puget Sound for the next three months or so.

I then visited the Seattle office of Grace Lines and posed my problem there. Grace Lines referred me to the San Francisco office. I called in at General Steamship Company, agent for many of the foreign flag ships that call at Puget Sound ports. Its office referred me to U.S. Customs, since foreign flag ships could not carry passengers between two American ports.

American Mail Lines attorneys advised they could not allow pilot observers to ride on their ships under the terms of their liability policies with insurance companies.

I then visited the U.S. Customs office and confirmed the information I had been given. After all this running around, I was no closer to my goal of Pilot time than when I had started.

I went to Puget Sound Freight Lines, which operated small ships around the sound. No openings there, unless someone dropped dead on one of their ships as no one would leave such a desirable

job.

Thus I wound up at Puget Sound Tug and Barge Company. John Lee, its dispatcher at the time, said that since I had a deep sea license he would rather use me on the deep sea tugs. A job is income, which was my primary object, so I accepted. My first assignment was on the *NEPTUNE*, with Ray Quinn as master. We made trips towing retired LSTs (landing ship tanks) from Indian Harbor near Port Townsend to Astoria for the laid-up fleet.

While returning to Puget Sound in a fog, I had my head out the pilothouse window listening for fog signals. Ray was glued to the new radar set, watching the sweep of the indicator. I thought I heard a ship's whistle off the starboard bow. Ray said, "No, it must be the fog signal on Point Wilson. I don't see anything on the screen."

After listening to a few more blasts on the whistle and giving answering blasts from our own whistle, I suddenly looked up and read the name on the bow of a Knot ship within about a hundred feet. I said, "I didn't know they had changed the name of Point Wilson to *SQUARE KNOT*."

Ray said, "Oh, can you see her now?" "Yes, right above me," I answered.



“Okay,” he said, “you can change course now. We must be in the right position.”

I would cheerfully have wrapped the radar antenna across his skull if I could have torn it loose.

When we finished that assignment, I was sent over to the tug *ACTIVE* to tow more of the LSTs down to Astoria.

When we reached Astoria on the second trip, we received word that our next assignment was to Beaumont, Texas.

The *ACTIVE* was a small tug, much smaller than the ships I was used to. She also rolled a lot and, worst of all, the head was on the main deck level and the cold sea water would back up through the system, so relaxed comfort was not one of the attractions of using that necessary facility.

I suddenly looked up and read the name on the bow of a Knot ship within about a hundred feet. I said, “I didn’t know they had changed the name of Point Wilson to *SQUARE KNOT*.”

I opted not to make the trip, so returned to Seattle to be assigned to the tug *WANDO* for a trip hauling a converted LST barge to Bethel, Alaska, with supplies to build the new Alaska Native Hospital there. Our trip up the Inside Passage in the calm, quiet waters was a welcome change from the rolling and tossing about the trips on the *NEPTUNE* off the Washington coast.

The *WANDO* was equipped with a large Fairbanks-Morse diesel engine. My room was not insulated for sound and was right on top of the engine. My dreams were of riding the outside of a gondola on a freight train crossing an endless trestle. We found ourselves pray-

ing for fog so we would have an excuse to anchor and shut the thing down to get some sleep.

The trip across the Gulf of Alaska was made on a flat, calm sea. The wake of our tug and barge left a clear, white streak to the horizon behind us on the blue surface. The weather was so clear that we could see both Mount St. Elias and Mount Fairweather, 200 miles apart, at the same time. Their snow-covered peaks stood out in the clear air.

The good weather continued all the way through Unimak Pass and up Kuskokwim River to Bethel. This was fine with me but, without wind, I found that as I walked ashore from where we had shoved the barge onto the beach for unloading down to the main part of Greater Bethel, the no-see-ums were out in force. I noticed as I walked with two of the people who had preceded us by two weeks that the insects were concentrating on me. My companions pointed out the black swarm of them around me and commented, “They know fresh meat when it comes.”

When we returned to Seattle, I was assigned as Chief Mate on the little tanker *MV UNITED* for a run out to Port Alberni on the west coast of Vancouver Island for one trip.

Since the fall shipping to Alaska had slacked off, I made the rounds of employment agencies and obtained a position as office manager at Fiberglass Engineering. Occasionally, for a vacation I would take a job on the *VITANNIC*, a small freighter serving the Ketchikan, Alaska, area.

Later, because of my experience with logging machinery, I shifted over to work as office manager / purchasing agent at Hansel Engineering Company. Hansel moved his office to Lynnwood and, since the commute from my home in West Seattle to Lynnwood on old Highway 99 was longer than I wanted to spend on the road, I moved my family to a house in the woods north of

Lynnwood.

Peter Steven became active in the Boy Scouts and, through that contact, I became active in a Sea Explorer unit at the Lake Serene Community Club, and spent most of my spare hours either working on their boat, the 23 SKID-Doo or taking the boys on outings. When I was laid off during one of the periodic recessions in the logging industry, I took a position in Seattle at PuttyStik, Inc. and re-joined the ranks of commuters. Because Kay was then isolated in the woods a mile from the highway and two miles from the Lynnwood center, I felt the need for another car to leave with her. Kay had been making more and more pointed remarks about all the time I was spending with the Sea Scouts.

I had the opportunity to purchase a 1953 Studebaker Commander for seventy dollars. For that price, I knew it needed a bit of mechanical work and figured working on the car would give me an excuse to forego the Scouts and spend my weekends at a project at home, repairing the car.

When I had the car towed home and had a chance to look at it in the light of day, I found more problems than I had anticipated, so I spent the summer replacing the engine, overhauling the transmission, replacing the broken windshield, etc. Because the design of the car was a national prize-winner, Kay immediately christened her “Gloria, the Glamour Girl.”

For some reason or another, Kay didn’t think much of the car. When I pointed out to her that this year I had spent every weekend at home, she muttered something about only having seen the seat of my pants or the or the bottom of my feet sticking out from under the greasy car, and that wasn’t what she’d had in mind.

Anyway, since Kay and the car did didn’t seem to be compatible, I used “Gloria” to commute to Seattle after I finally got her to run. ☆

Years at Sea



by Captain
R. J. Klein
#1751-R

3 days. The vessel was a green 750 ml bottle, and yes, there was a message in the bottle. What may be unique about this “message in a bottle” sea story, is that the message was addressed to a specific person and was delivered to that person.

In April of 1989 I was sailing Master on the *SEA-LAND EXPEDITION* on their Caribbean run. In route from Rio Haina, DR to Jacksonville, Fla., I decided to write letters to my kids, Richard age

The voyage began at noon (LMT, ZD +4) on 26 April 1989 at Latitude 23°40'N, 73°51'W. It ended on Hawklins Beach, South Caicos, Turks and Caicos

Islands; a distance of 238 miles as the osprey flies. The voyage took 14 years, 6 months, and

tion of the ship where the bottles were thrown overboard and asking the finder to mail the letter using the enclosed \$5.00 USD. I screwed the cap back on the bottles and sealed them with some silicon and wrapped the cap and top of the bottle with 3M duct tape.

In the spring of 2004 I was master of the *SEA-LAND SPIRIT* and we had encountered heavy weather homebound from the Far East. As we were coming alongside in Oakland, our rudder fell off. Well, it didn't fall off completely, but dropped about 8 inches down the rudder-post. We were able to chain fall it back into position and tighten the nut while alongside and then proceeded to an emergency dry docking on the West coast.

The ship was drydocked at Esquimalt graving dock near Victoria, BC. My daughter Dru was living and working in Seattle and she visited for a weekend tour of the ship while in drydock. Later my wife, Lyn joined me for a weekend at which time she gave me a large envelope to open. As I went through the documents, I became more and more excited. There was a string of correspondence starting with a post card from Dr. David Wilson, a professor at the School

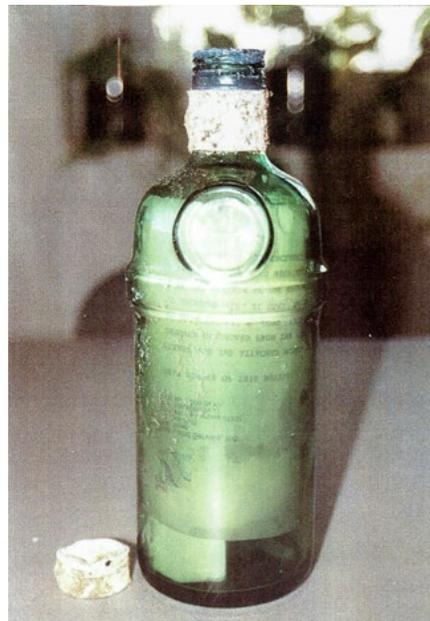
for Field Studies, Center for Marine Resource Studies, Turks and Caicos Islands. The correspondence ended with the following letter:

*Dear Mr. and Mrs. Klein,
Included in this package is a photo of the bottle I found with the original note from Mr. Klein and letter to your daughter (I had to smash it to get the letter out). Also, I included the \$5 note from the bottle. I had to laminate the note and \$ bill as they were very brittle from being in the sun for 14.5 years!*

I found the bottle on one of our regular beach clean-ups on South Caicos, Turk and Caicos Islands. We regularly clean this beach of all trash,

What may be unique about this “message in a bottle” sea story, is that the message was addressed to a specific person and was delivered to that person.

13 and Dru age 10. I wanted to try the “message in a bottle” method of delivery. I calculated that if I threw bottles overboard while running with the prevailing currents along the Bahamas, they would be carried to the U.S. East Coast in a relatively short period of time. I addressed each letter with their name to our home in Bellevue, Washington. I also enclosed a note giving the posi-



so your bottle was a recent arrival (within 2 month of the day I found it - Saturday, 29th of November, 2003. I found it on a beach called 'Hawklins Beach' – see map below. I hope the note to your daughter is readable.

Yours sincerely
Dave Wilson

Everything was in the package, including the unopened envelope addressed to my now 24 year-old daughter. Lyn asked me what I had written, but I had no idea as I had forgotten all about the bottles after so many years. We decided that since the letter was addressed to Dru, that she should be the one to open it.

When I returned home, I invited Dru to dinner under the guise of discussing finances for school. After dinner I handed her a folder with all the “message” information. When she got to the letter she asked, “What does the it say?”

I said, “I don’t know, its addressed to you.” Here is the letter:

Dear Dru,

I am sending this letter by bottle, so I don't know when you will receive it. I will be throwing the bottle overboard at noon on April 26, 1989. The ship's position will be 24°40'N 73°51'W, the SEA-LAND EXPEDITION is in route from Rio Haina, DR to Jacksonville, Fla. We are averaging a speed of over 24 knots. We are 50 miles North East of San Salvador, which is supposed to have been Columbus' first land fall in 1492.

The trip has been very interesting. We have had stowaways, machinery failures, and problems maneuvering the ship in close quarters. The VALDEZ has gone aground and everyone thinks the captain was drunk. No one remembers that the Third Mate was the officer on the bridge at the con.

I am looking forward to getting off for vacation next call in New York. Am planning on doing some rafting and going to Idaho. I know you don't really want to go, but that is what we do in the summer. Maybe Uncle Tim and his family will visit us in Seattle at the end of July.

I hope that this letter reaches you. It will be interesting to see where it is mailed from.

I love you and miss you lots.

Love, Dad

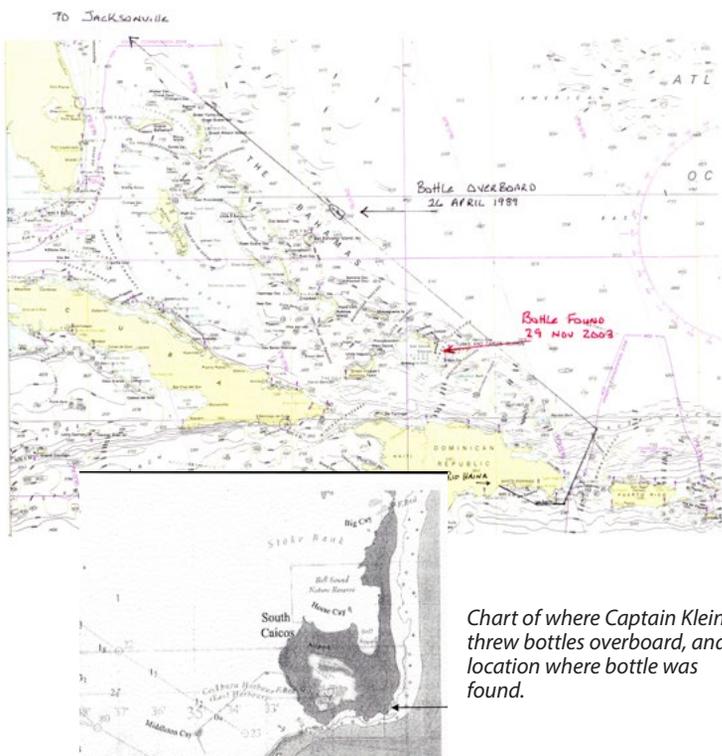


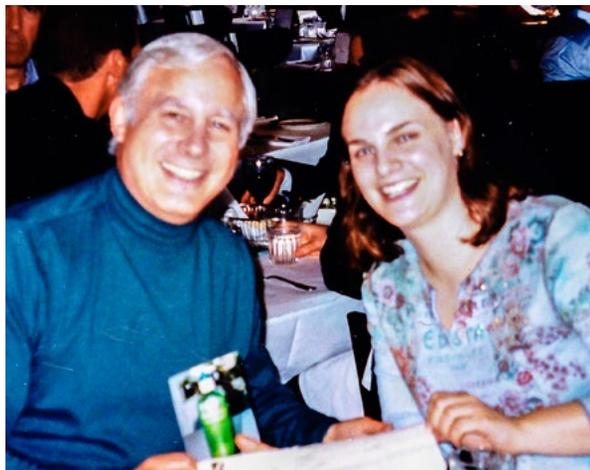
Chart of where Captain Klein threw bottles overboard, and location where bottle was found.

We did have five stowaways from the Dominican Republic, we had lost the ships main steam turbine generator and we lost the plant just as I was about to make a 60° turn entering the port of San Juan, PR. We did go to Idaho and my brother Tim and his family came to Seattle for 2 weeks.

I wrote to 3M asking if they would be interested in making a commercial about how good their duct tape was to have kept the bottle afloat for over 14 years, but never received a reply.

I have often wondered about the route the bottle traveled to reach Hawklins Beach. The strong current running along the east side of the Bahamas should have taken the bottle(s) to the northeast, Hawklins Beach is to the south and west of the ship's position? Did it traverse the Sargasso Sea? I am sure some current expert could figure it out.

In the end it was a wonderful experience to share with Dru and made me realize how lucky I have been in my career choice. It could only happen if you “go to sea.” ☆



Captain R.J. Klein and his daughter Dru open his “message in a bottle” after more than 14 years.

2014 has been a year of many changes for IFSMA and its progress towards becoming more recognizable and ensuring that more people and

organizations are aware of what we stand for; and the work that we do. Regrettably, one of the problems that is arising is that an ever growing number

reputation for being unbiased and truly independent in its views and what it promotes. IFSMA does not make interventions, papers and other work just to be recorded, but more of being a voice demanding change and asking questions that others will not ask.

It should be noted that without the assistance of certain members who attend the IMO and support the Secretariat and do a lot of behind the scenes work that IFSMA is making progress and able to cover more work at the IMO. This is done without pay or even expenses and it is in gratitude to them. Reference is made to the associations who supply such members for these meetings in the Newsletters published throughout the year.

NGO Group

This was started two years ago by IFSMA and is growing in success. The concept behind this group was to have an informal forum where NGOs and other bodies concerned with Human Element issues can meet and discuss issues and raise new issues that they have experienced. IFSMA acts as the coordinator and hosts the twice yearly meetings. There are no office bearers, there is no agenda and there is no formal report. At this time there are 13 members' organizations and this is growing. From these meetings here has been a lot of sharing of views and expertise which have resulted in shared resources and co-development of planned work outputs.

IFSMA Website

The IFSMA website has been updated and modernized, with a simpler, clean look. IFSMA newsletters are posted to the site, along with general info about the work of IFSMA.

Head Office

This has been totally refurbished and looks very good. This is not a personal observation but stated by those who have visited the office. There is no more expenditure to be made apart from paying the running costs. The work being done now is to change the office into a paperless office and much of this has been achieved by the process of changing hard copy archives into electronic databases. This work process is important and ongoing.

What everyone should appreciate is that as a member of IFSMA you can use this office and its resources if you are in London.

The Comite International Radio Maritime (CIRM) shares the office space with IFSMA. As well as sharing the costs of the office refurbishment they were of great assistance both with ideas and finances in creating the new office, saving IFSMA a lot of expenditures and ensured a better final product.

IFSMA AGA

From the AGA a number of processes have been implemented that will see IFSMA move in a slightly different direction but also supply more information and interaction with its membership. One of the items is this Newsletter where there is an update of what is taking place in IFSMA and to encourage member associations to report of items that they believe are of interest to the membership via this Newsletter. Of course, now that the Blog is up and running you may feel better at having an article placed there to see what dialogue is on the subject.

In April of 2015, AGA 41 will be held at Vina Del Mar Chile. Much of the work has been completed and there are a few matters to be finalized which will take place at the Executive Council meeting on the 11 February 2015 in London.



Compiled from
IFSMA newsletters
www.ifsma.org

members are requesting our assistance and families want us to take on cases of loved ones who find themselves in difficulties. It is just not possible.

Members must come first, though we do try to give some assistance even though it is limited to non-members. The IFSMA Newsletters, found online at www.ifsma.org, are to give you an insight of what has changed and where your money has been spent. What is reprinted here in *Sidelights* is only a portion of IFSMA's newsletter.

IMO

IFSMA has one of the highest attendance rates of any NGO and better than a number of flag States. We do not just attend but make sure that we are involved in the production of papers, mainly by joint venture with other NGOs and flag administrations, but moving to producing more of our own papers.

In addition we make interventions that are direct and have meaning and purpose for our membership and also where possible for other seafarers. IFSMA is present on a number of working groups, correspondence groups and committees to ensure the position of the master is protected.

Over the years, IFSMA has built a

Projects

IFSMA is involved with a number of projects and this can only be achieved by members putting themselves forward and assisting the Secretariat and ExCo members. This is a thankless task of giving up time and putting in lot energy without payment for efforts made. At this time I would like to thank everyone who has done such work not only for 2014 and previous years but also for their commitment for 2015. Without such commitment IFSMA could not expand and be involved in such wide ranging work.

The Martha Project is moving forward and supplying a lot of information on fatigue and effects of what is taking place on board ships not just in short term tests. It is hoped that this will allow for Project Horizon to move to the Phase II with European funding.

The Mona Lisa 2 project is coming to an end and a new project is taking over. This is a European funded project and the first correspondence was for the President to take part. This is being processed to see who will attend and then we will move forward and be part of this project. Thank you to Christer Lindvall and Jorgen Loren who represented IFSMA on the Mona Lisa 1 and 2.

Criminalization of the Seafarer

IFSMA is at the forefront of fighting this growing problem and as cases unfold there is an increase of cases where the master and other officers are being charged even before the investigation is completed is of major concern to everyone in the shipping industry. This work is now continuous and regrettably, it is not until such an event takes place and the person or persons are under the scrutiny of the law that they become aware of how exposed that they are. In the last 3 years only two cases that IFSMA are aware of was the person involved a member of IFSMA or a member association.

All of the rest have been for people who regrettably find themselves in a terrible situation without the finances

to employ lawyers to represent them. IFSMA does what it can and informs other organizations but its first responsibility is to its members and the financial constraints placed on it in such matters.

Piracy

It has not gone away and is spreading to various parts of the world. The sleeping problem of the Horn of Africa has not been resolved but should there be a reduction or withdrawal of the military in the area then it is possible that there will be a resurgence of this problem. It may be that the Armed Security Guards will become the mainstay of protecting the ships. This raises the question of whether the cost is sustainable or do other options have to be reviewed. A personal opinion on the matter is that piracy is here to stay for my lifetime and it will evolve. Forget that it is an opportunistic venture by poor people trying to get by. It is a business with parts of the function of this industry located in various parts of the world and not just where the acts take place.

One of the greatest upsurges has been in criminal acts against ships in national waters. This is endangering the security of ships while passing through or trading in certain areas.

The Refugee Situation

The Mediterranean Sea situation is becoming untenable and as responses are being made to try and control the situation. People traffickers are changing their business model and increasing the profitability of the venture. The greatest problem faced is that these people have no regard for human life and are happy to leave people to die. The latest major case was the abandonment of an old coaster with 360 people on board. Most were women and children and the elderly. The crew stopped the ship and left the people on board, while they made their escape. What would have happened if the ship had not been detected and the people on board rescued?

Part of the ongoing problem is that merchant ships offering assistance under

the law of the sea will have to cope with large numbers of people being on board. It is not a matter of picking up people in distress and being able to land them to safety. Countries such as Italy, Malta and Greece cannot cope with the influx of so many people. One of the problems that could return is to that of the 1980's where the Vietnamese Boat People were picked up and the ship had to carry them for months while negotiations were held as to where they would go and who would pay. In the meantime the ship had to operate and take care of these people and the industry did. No one wants to return to such times. Another facet of this complex problem has been the effect of these matters on seafarers. In some cases seafarers are being assaulted by those they have rescued and one unconfirmed report was that the people rescued tried to hijack the ship and make it take them to a certain port. This is probably generated by fear, but should seafarers be expected to be exposed to such experiences. Another effect on seafarers is when they have tried to save people but were not able to rescue all of them and watched as fellow human beings died.

All of this is out with the normal and expected working conditions for seafarers who do the best they can in a situation that is not part of the daily working life. In response to the continuing crisis in the Mediterranean, necessitating commercial ships to rescue tens of thousands of migrants and refugees during 2014, the International Chamber of Shipping (ICS), and ISWAN member, has published new *Guidance on Large Scale Rescue Operations at Sea*, which can be downloaded free of charge via the ICS website, www.ics-shipping.org

The UN-HCR - Initiative on Protection at Sea is working to find solutions to this complex problem. IFSMA is part of this and while sensitive to the needs of those in peril must protect the rights of the master and his/her crew. As matters progress, the membership will be kept up to date. 🌐

Asset Freezing: The MAREVA Injunction



by
Captain A.K. Bansal
 Company of Master
 Mariners of India

Asset Freezing is a legal process to prevent a defendant to dissipate his assets beyond jurisdiction of a court to frustrate a potential judgment in favor

of the claimant. Such a legal order freezes assets of the defendant and has wide effect to restrain

The case

Plaintiffs, Mareva Compania Naviera SA (ship owners) of ship MAREVA, let it to defendants (International Bulkcarriers SA) on time charter for a trip to the East and back. MAREVA was delivered to charterers on May 12 1975 at Rotterdam. Hire was payable half-monthly in advance at \$3,850 a day. Charterers sub-chartered MAREVA on a voyage charter to India. 90% freight was payable against documents and 10% later.

MAREVA was loaded with fertilizer at Bordeaux on May 29, 1975 and Indian High Commission paid £ 174,000 being 90% of freight to a bank in London to the credit of charterers. Out of this, charterers paid to ship owners the first two installments of the half-monthly hire. A third payment was due on June 12, 1975, and charterers failed to pay it. Telexes exchanged made it plain that charterers were unable to pay.

The shipowners treated charterers' conduct as repudiation of time charter and issued a writ on June 20 claiming \$30,800/- being unpaid hire plus damages for repudiation. They believed that there was grave danger that moneys of charterers in the London bank will disappear. The claim against charterers International Bulkcarriers SA was for unpaid hire and damages for repudiation of charter party.

On an *ex parte* application, Justice Donaldson granted a temporary injunction until 1700 hours on June 23

restraining charterers from removing or disposing out of the jurisdiction, moneys standing to the credit of their account at a London bank. The judge refused to extend the injunction beyond 1700 hours on 23 June and the claimants appealed. Hereunder is a summary of what was said in the Court of Appeal.

This principle applies to a creditor who has a right to be paid the debt owing to him, even before he has established his right by getting judgment for it. If it appears that the debt is due and owing, and there is a danger that the debtor may dispose off his assets so as to defeat it before the judgment, the court has jurisdiction in a proper case to grant an interlocutory judgment so as to prevent him from disposing of those assets. The case before us seems to be a proper case for the exercise of this jurisdiction. There is money in a bank in London which stands in the name of these charterers. The charterers have control of it. They may at any time dispose of it or remove it out of this country. If they do so, ship owners may never get their charter hire. The ship is now on the high seas on the way to India where cargo will be discharged. And the shipowners may not get their charter hire at all. The court ought to grant an injunction to restrain charterers from disposing off these moneys now in the bank in London until the trial or judgment in this action. If charterers have any grievance about it when they hear of it, they can apply to discharge it.

breaches of the process of a court. It is neither a security nor a means to pressure a judgment debtor, nor even a type of asset forfeiture. It does not confer upon anyone else a proprietary interest in the defendant's assets.

If it appears that the debt is due and owing, and there is a danger that the debtor may dispose of his assets so as to defeat the claimant before he has established his right by getting judgment of a court for it, the court has jurisdiction in a proper case to grant an interlocutory injunction so as to prevent him from disposing of those assets. This process is beneficial to a creditor who has a right to be paid the debt owing to him.

Thus it is an injunction in advance of a judgment, restraining disposition of defendant's assets within jurisdiction of the court. It is often granted at pre-trial stage in *ex parte* hearings but only where claimant has a good arguable case and it appears that he will succeed in his claim and that its refusal may place him at the risk that a judgment or award in his favor would remain unsatisfied. Fact remains, it can be disastrous for a defendant because its cumulative effect can destroy the whole of his business by freezing most of his assets and revealing important information to his competi-



Meanwhile, ship owners should be protected.

It seems reasonably clear that this court has jurisdiction to continue this injunction. On facts of this case, there are good reasons for granting this injunction. This ship was on time charter which provided for a daily rate of hire, payable half-monthly in advance. Only the first two half-monthly installments had been paid. Evidence is that charterers have already received £174,000 from voyage charterers. There has been a plain and inexcusable default in payment of the third half-monthly installment which fell due when the ship was under voyage charter.

Charterers telexed shipowners that their efforts to raise further financial support have been fruitless and that they have no alternative but to stop trading. It is apparent that ship owners will suffer grave injustice which this court has the power to help avoid while charterers will be able to dissipate that £174,000. It is at least arguable that the court should interfere to protect the ship owners' rights which arise under Clause 18 of the time charter which reads: "That the Owners shall have a lien upon all cargoes, and all sub-freights for any amounts due under this Charter..." We have not heard any argument from the other side because it is an *ex parte* application. It is open to charterers to apply to discharge the injunction or to apply for a stay under the arbitration clause at any time if they are so advised.

Court of Appeal allowed the injunction to continue. ☆

Captain A.K. Bansal is a member of the Company of Master Mariners of India, teaches Master revalidation courses and though qualified as a Bar-at-Law in India and the U.K., does not actively practice law.



IMO Press Briefing 02
January 14, 2015



IMO Secretary-General Koji Sekimizu has launched this year's World Maritime Day theme, "Maritime education and training", telling students and staff at the World Maritime University (WMU) that maritime education and training was essential for the long-term sustainability of the sector, both at sea and on-shore.

"Effective standards of training remain the bedrock of a safe and secure shipping industry, which needs to preserve the quality, practical skills and competence of qualified human resources," Mr. Sekimizu said, adding that the 2015 World Maritime Day theme provided the opportunity to highlight the importance to everybody, not just within the shipping industry, of there being sufficient quantity and quality maritime education and training available to meet the sector's needs, now and into the future.

"The 1978 STCW Convention and Code, as amended, has set the international benchmark for the training and education of seafarers. While compliance with its standards is essential for serving on board ships, the skills and competence of seafarers, and indeed, the human element ashore, can only be adequately underpinned, updated and maintained through effective maritime education and training," he added.

Addressing the class of 2015 post-graduate students, who have begun their first semester at WMU, in Malmö, Sweden, Mr. Sekimizu said that the university was a cornerstone of global maritime education and training and a vital and integral part of the IMO family.

"At IMO, we are unique among U.N. agencies to have two affiliated educational institutions – the World Maritime

University and the International Maritime Law Institute (in Malta). We are very proud of these and of the many graduates they have produced who now hold positions of responsibility and influence within the maritime community," he said.

Without a quality labor force, motivated, trained and skilled to the appropriate international standards, the maritime industry cannot thrive. Not only that, but all the many advances that have been made, in terms of safety and environmental impact, are at risk if those at the "sharp end" are unable to implement them properly.

While seafarer training falls to training institutions recognized and authorised by national authorities to meet STCW standards, IMO as an organization supports skills-based training events and the sharing of technical knowledge, through national and regional Integrated Technical Cooperation Programme (ITCP) training events and workshops, which provide short up-grading courses, based typically on the IMO Model Courses.

On another level, the World Maritime University and the IMO International Maritime Law Institute are at the forefront of IMO's capacity-building strategy, supporting post-graduate training in order to maintain a cadre of high level managers, policy makers and other key personnel.

While in Malmö, Mr. Sekimizu also made a site visit to the future home of WMU in Tornhuset, the centrally located, historic harbor master's building that is being enhanced by a dramatic new addition designed by renowned architect Kim Utzon in collaboration with Tyrone Cobcroft of Terrior Architects (Australia). The new building will be inaugurated in May 2015. 🌐



Membership Application

The Council of American Master Mariners, Inc.

I, _____ (Print Full Name) _____, hereby apply for membership in The Council of American Master Mariners, Inc., and attest to my qualifications below.

Birthplace (city, state, country): _____ DOB: _____

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

Present Occupation:

- At Sea: Position: _____ Vessel: _____ Company: _____
- Ashore: Position: _____ Vessel: _____ Company: _____
- Retired: Position: _____ Date: _____ Company: _____
- Cadet: Institute: _____ Expected Graduation Date: _____

Present USCG License:

Type:	Limit:	Expiration:
Pilotage Endorsements:	Limits:	

Original USCG License:

Type:	Date Obtained:
Place/Institution obtained:	

Membership Type: All Regular, Special and Pilot members must be U.S. citizens.

- R - Regular:**
- (RU) Unlimited Master Mariner License and commanded vessels over 5,000 GRT on ocean voyages.
 - (RP) Senior or First Class Pilot with minimum of one year experience on vessels 20,000 GRT or more.
- S - Special:**
- (S) Valid USCG Unlimited Master's license and has not commanded a vessel(s) over 5,000 GRT on voyages.
 - (SP) Second or Third Class Pilot on vessels less than 20,000 GRT.
 - (S16) Valid USCG 1600 ton Master's license and commanded a vessel or vessels on voyages.
 - (S5) Valid USCG 500 ton Master's License and commanded vessel or vessels on voyages.
- A - Associate Membership:** I am not a U.S.C.G. licensed Master Mariner or Pilot, but do have the following maritime affiliations:
- Military Equivalent of Master Mariner.
 - Cadet: Student at a Maritime Institute.
 - Maritime Distinction: education, training, research, regulation or government.
 - U.S. water transportation company in an executive, administrative or operational capacity

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

Vessel Served	GRT	Date(s)	Route(s)	R	S

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

Vessel Served	GRT	Route(s) (dock/harbor/sea bouy)	License Issuing Authority	R	S

Please return this application with a copy of your Master or Pilot's license with a \$100 check (\$60 annual dues + \$40 application fee) payable to: The Council of American Master Mariners, Inc. Mail to Liz Clark, CAMM Membership Chair, 3100 NE 48th Ct. Apt #214, Lighthouse Point, FL 33064-7159.

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

Signature: _____ Date: _____

Sponsored/Referred by: _____



Dedicated to supporting and strengthening the position of American Master Mariners

Busting Membership Myths:

MYTH: CAMM is a retired men's social club.

TRUTH: The Columbia River and Baltimore/D.C. Chapters have more active working Masters than retired!

MYTH: Only sea-going masters and pilots are members.

TRUTH: Masters working inland rivers and lakes are members, too.

MYTH: We don't do anything for our members.

TRUTH: We have arranged legal counsel and provided expert testimony to get masters released from jail.

MYTH: Have to belong to a chapter and attend chapter meetings.

TRUTH: Most members of CAMM are not affiliated with local chapters.

MYTH: CAMM is part of IOMM&P

TRUTH: CAMM is independent of any union; we work with all unions toward common goals.

Join forces with America's Master Mariners

With vessels that are ever larger and more complex, the ability of the Shipmaster to control his/her destiny has seriously eroded.

The modern Shipmaster and/or Pilot can find their views and expertise ignored, and in the fast-moving stream of "progress" the voice of a single Master is easily overwhelmed by the tide of change.

At best, the outspoken Master may be seen as an individual with a single, albeit experienced, self-serving point of view. The stand-alone, say-what-I-think Master may have the courage of his/her convictions, but he or she is rarely effective.

CAMM's issues are your issues!

We're all in the same boat (pun intended). CAMM is active today on fronts that include simplifying and rationalizing the credentialing process and the medical evaluation process, and improving marine accident reporting.

Works to advance the professional profile of our industry

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

CAMM builds partnerships

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

Representation at IMO through IFSMA

CAMM is a member of the International Federation of Ship Masters Associations (IFSMA), which has consultant status at the International Maritime Organization (IMO) of the United Nations.

CAMM is on your side

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

CAMM supports maritime education

Local CAMM chapters support maritime education through local maritime high schools, Sea Scouts, and cadets at maritime academies.

Apply at www.mastermariner.org/membership

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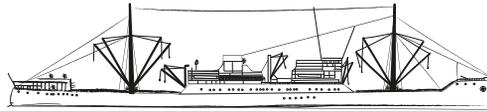
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