CAMM Annual Meeting Coverage

Arctic Charting & Ice Navigation — Response to Piracy

Published by the Council of American Master Mariners, Inc. 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.
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ON THE COVER
Captain Cal Hanzlik receives a plaque from Captain R.J. Klein on behalf of CAMM for his efforts the last four years leading CAMM. Photo by Davyne Bradley.

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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. 5 Feb. 1
March March 1 April 1
June May 1 June 1
October Sept. 1 Oct. 1
December Nov. 15 Dec. 1

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.

IFSM: New Secretary-General • CMMC: National Master John McCann • CMMC presents at conference on maritime salvage

The Council of American Master Mariners, Inc.
June 2012 Sidelights 3
Under the steady leadership of Captain Hunziker, the Council of American Master Mariners has continued to grow as the voice of the American Master, the U.S. Merchant Marine, and seafarers everywhere.

Not unlike the first time one takes command, using a column as National President gives me a new perspective of the job and our organization. Fortunately, the captains who have preceded me have left me with a well-run ship. My aim will be to continue developing the role of CAMM in the maritime industry.

I will be relying on advice and counsel from a combination of incumbent and new national officers. I welcome our new officers and look forward to the continued support from those who remain on watch. In January of this year, CAMM lost a valuable member with the passing of Captain George Previll, our North Atlantic Vice President. I want to thank Captain Frank Zabrocky, a Past-President of CAMM and the U.S. Merchant Marine, for the years of dedicated service he has provided to CAMM.

I will continue to be a voice for those who represent the offshore industry. This, to better enable CAMM to be truly representative of the membership's help, I will endeavor to generate sufficient funds to accomplish these tasks. Our members sail in command of ocean-going ships, pilot the ships into port and serve as masters on working vessels. We are a small fraternity and it is our unique experience that gives CAMM prestige will continue to grow.

With your help, CAMM's influence and prestige will continue to grow. Under the leadership of Captain Hunziker, the Baltimore chapter is now on firm footing. Much work remains to be done. We will strive to grow our membership, while continuing to work on revitalizing chapters on the Atlantic Coast.

In addition to deep-sea masters and pilots, CAMM continues to extend an invitation to the captains of ferries, tugboats, commercial fishing vessels, and the offshore industry. This, to better enable CAMM to be truly representative of the U.S. maritime industry.

SIDELIGHTS, our website, and travel necessary for representation and profile, all cost money. Our foremost internal challenge will be financial. We need to continue to publish SIDELIGHTS and update our website. CAMM should be in a position to send a spokesperson to congressional hearings on marine legislation and be represented at key maritime conferences. With the new Secretary/Treasurer, Captain David Williams, and the membership's help, I will endeavor to generate sufficient funds to accomplish these tasks.

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CROSS THE FINAL BAR

CAPTAIN GEORGE M. MARSHALL — 1916-4

George Milroy Marshall Jr., of Old Orchard, Maine died on May 7, 2012 at his home on the shores of Aroostook Lake after recent recoveries at St. Joseph’s Hospital and rehabilitation at Maine Veterans’ Home in Bangor. He remained intellectually curious, an adventurous traveler, and a man with a big heart under the surface of his sea-worthy resolution until the last days of his life. He claimed he was a young man trapped in an old man’s body. For many summers prior to 2005 and year-round for the last 7 years of his life, he enjoyed boating, swimming, working outdoors, and hosting family gatherings at his lake property. He avidly researched family genealogy via the internet and correspondence with cousins in Ireland, England and Australia. He made several trips to pursue family history to England and Scotland, the last one at the age of 81 in the fall of 2011.

Born in Brooklyn, NY in 1919, he developed a close relationship with his grandparents. He treasured his summers at Southold, Long Island and followed in his sea captain-grandfather’s footsteps at the age of 17. From 1938 to 1946 he served in the United States Merchant Marine on ships rising from deck to deck to Master. He graduated from Kings Point in the class of 1942. In 1944 he was appointed to first command of the ship SS CHARLES CARROLL at the age of 24, one of the youngest ship captains to have served in the USMM during World War II and earned bars and medals for his service in war zones.

Following WWII he completed his undergraduate degree at New York University at the School of Commerce Accounts and Finance, and took classes in Admiralty Law. During his business career he completed an advanced management program at Harvard Business School, AMP 66.

For most of his working career, 1946 to 1975, Captain Marshall pursued marine insurance underwriting beginning as a trainee and advancing to senior vice president of the Atlantic Mutual Insurance and Centennial Insurance Companies. For 6 of these years he served as CEO of the Union of Seguros, S.A. in Mexico City, Mexico. After early retirement he joined the staff of the Maine Maritime Academy in Castine, serving as special assistant to the superintendent and as director of several programs. Following his second retirement he served as a SCORE volunteer in both Bangor and Ellsworth Offices and formed his own management consultant corporation, Marshall Business Solutions at Forest Hill, Md.

He is survived by his son and daughter, 2 grandchildren, and 2 great-grandchildren. The family suggests memorial donations be made to the Maine Maritime Academy Scholarship Endowment Fund c/o Maine Maritime Academy Development Office, Pleasant Street, Castine, ME 04420, in memory of Captain George M. Marshall.

CAPTAIN EMIL J. BLICHE — 1929-12

Emil John Blische, 91, of Old Orchard, Maine passed away on Saturday, April 14 at his home at Mallard Landing, following a brief illness. He had previously lived in Ocean City, Md. following a long residence in Forest Hill, Md.

He was born on September 4, 1920 in the Canton area of Baltimore, in close proximity to the waterfront. Captain Blische joined the U.S. Maritime Service in 1937 after completing a student apprenticeship. When World War II began, he sailed as an Able Seaman on the SS SANTA ROSA, when in August 1942 was torpedoed and forced to abandon the blasing ship in Tunisia, 90 miles short of Malta. Despite the impact that surviving such a situation had on the young sailor, Captain Blische continued his maritime career. He graduated from Maritime Officer Training School at Fort Trumbull in New London, CT in 1942, and joined the United States Merchant Mariners. During World War II, Captain Blische’s ship SS PORTLAND took part in the Normandy Invasion, landing troops and cargo on Omaha Beach.

Following the war, Captain Blische attended MITAGS and attained his Master Mariner’s license in 1965 and was the recipient of many ribbons and medals, including Atlantic War Zone, Defense, Korean Service, Mediterranean-Middle East War Zone, Pacific War Zone, Vietnam Service and World War II Victory Medals.

He was a past Baltic CAMM Chapter President and member of the WPV and American Legion. Captain Blische was also a 32nd degree Mason with The Blue Lodge, and a lifetime member of the Tall Cedars of Lebanon. After ending nearly 50 years of service in the Merchant Marine in 1985, he worked with his wife in a successful tax and accounting business until they officially retired in 2000. He was an avid reader and enjoyed boating and deep sea fishing.

Captain Blische is survived by his loving wife of 52 years, Esther, two children, four grandchildren, one sister, and several nieces and nephews.

A celebration of life was held in Salisbury, Md. on April 20. In lieu of flowers, memorial contributions may be made to Coastal Hospice, PO Box 1733, Salisbury, MD 21802.

CAPTAIN BENJAMIN JOYCE — 1923-12

April 13, 2012. Captain Ben Joyce graduated from Kings Point Merchant Marine Academy in 1940 and after 12 years with Moore McCormick Lines joined the U.S. Coast Guard in the 1960s. After numerous Coast Guard stations, including the New York Harbor, he retired as a Captain and settled in Virginia Beach, VA. He and his wife Pat were active members in the Old Donation Episcopal Church and involved in numerous community and outreach for the past 28 years. 

The Council of American Master Mariners, Inc.

The New American Values:
A Waiver for the Ship, A Waiver for the Cargo, but No Waiver for the Crew

Those of us who have been engaged in seafarer welfare since September 11, 2001, have become rather jaded about the issue of seafarers accessing shore leave. Whether it was a seafarer in Brunswick, Georgia who was initially refused shore leave to go to a dentist because “… he was not bleeding or passed out on the deck,” or more recently, a facility in Louisiana who regularly refused access to shore leave because it had not received a 24-hour notice of the crew wanting to go ashore, I thought I had heard all the ways that we could insult seafarers, and make them feel like terrorists.

However, in a recent issue of Professional Mariner, I discovered that foreign seafarers could simultaneously save an Alaskan community from freezing to death, and be such a threat to our national security, that in the middle of winter, they could not get a waiver from Customs and Border Protection to go ashore.

What I am speaking about is the powerful story of the efforts of our U.S. maritime community, the U.S. Coast Guard and the brave Russian crew of the T/S RENDA. During the month of January, we watched the news daily of the slow progress that was being made by the cutter KN-74 and the ice-strengthened tanker KN-40. By this time, the Maritime Administration had certified that there was no U.S.-flagged ship available. It also gave a waiver from the Jones Act for a foreign vessel to load a cargo from one U.S. port (Dutch Harbor) and deliver it to another U.S. port (Nome). (The original plan was to load arctic diesel fuel in Japan on the voyage from Russia, but because of a storm, the vessel sailed on to Dutch Harbor, and loaded there.)

Finally, there were questions whether the RN-40’S oil pollution plan was sufficient for a U.S. voyage. As Alaska Business Monthly notes, “... an amendment to Venus Marine’s Oil Discharge Prevention and Contingency Plan was required by ADEC to ‘include information specific to the T/V RENDA, and to cover ice operations’ was also expeditied. ADEC shortened the public comment period from 30 days to seven and approved the amendment Jan. 5.” After expediting procedures, and obtaining waivers, the RN-40 and RN-14 departed Dutch Harbor, and ten days later, after plowing through more than 300 miles of ice, they arrived off Nome. The citizens of Nome were ecstatic on the arrival of these ships. Professional Mariner noted that “The National Guard made Sno-Cats available to transport 4875 crew to shore, where the residents of Nome gave them a hero’s welcome.”

However, it is the next sentence of this story of the efforts of our U.S. maritime community, the U.S. Coast Guard and the brave Russian crew of the T/S RENDA that is so remarkable. “During the month of January, we watched the news daily of the slow progress that was being made by the cutter KN-74 and the ice-strengthened tanker KN-40. By this time, the Maritime Administration had certified that there was no U.S.-flagged ship available. It also gave a waiver from the Jones Act for a foreign vessel to load a cargo from one U.S. port (Dutch Harbor) and deliver it to another U.S. port (Nome). (The original plan was to load arctic diesel fuel in Japan on the voyage from Russia, but because of a storm, the vessel sailed on to Dutch Harbor, and loaded there.) Finally, there were questions whether the RN-40’S oil pollution plan was sufficient for a U.S. voyage. As Alaska Business Monthly notes, “... an amendment to Venus Marine’s Oil Discharge Prevention and Contingency Plan was required by ADEC to ‘include information specific to the T/V RENDA, and to cover ice operations’ was also expeditied. ADEC shortened the public comment period from 30 days to seven and approved the amendment Jan. 5.” After expediting procedures, and obtaining waivers, the RN-40 and RN-14 departed Dutch Harbor, and ten days later, after plowing through more than 300 miles of ice, they arrived off Nome. The citizens of Nome were ecstatic on the arrival of these ships. Professional Mariner noted that “The National Guard made Sno-Cats available to transport 4875 crew to shore, where the residents of Nome gave them a hero’s welcome.”

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2) Dr. Captain Cartner’s piece vis the Conca’s master is most interesting and closes with a quote we all have nibbled at: “There for the grace of God go I.”

3) Will Watson with a factual piece on the costs of piracy.

4) Armed Response Teams authored by Captain Williams made enormous sense and significant dollars saved by having four ex-Navy Seals on board. How they were integrated into the big container ship’s routine was most interesting.

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Pilots younger element to CAMM

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I personally thought he and all Pilots should be recognized accordingly! They, Pilots in general, represent a younger element in our industry and would be, and are worthy additions to CAMM. They have no national organization that unites them that I know of, so most of them associating with CAMM would be ideal for both we and they.

I was impressed with last year’s AGM and the work that the Pilots did that I sent a letter to Sidelights regarding it. I have had no comments to my letter but for sure the seed was planted so it will not come as a surprise!

My suggestion That the name of our organization be changed to: THE COUNCIL OF AMERICAN MASTER MARINERS AND PILOTS!

If you will please see if this item can be placed on the Agenda as an add-on as I feel it would be in CAMM’s best interests. Sincerely, Captain Ed Pierson, #536-R

P.S. I am not, nor ever have been, a Pilot!

North Atlantic VP Report by Captain Frank Zubrotsky #1964-R

At the meeting in Seattle there was a lot of enthusiasm voiced for the rebirth of activity by the New York chapter. If there is as much enthusiasm from members and/or would-be members of the New York chapter, then it shouldn’t be too difficult to get something going. We are challenged by the widely scattered membership, transportation issues and the priciness of the New York metropolitan region. I believe these things can be overcome, but first we need the will to get together.

Much of the maritime industry has left Manhattan for the more open spaces of New Jersey and Connecticut. Not far from where I live, the Connecticut Maritime Association has monthly meetings and an annual event which attracts global participation. Their focus is a little different than ours and we don’t have the resources they do, but I am encouraged that we can still put something together. Anyone who is interested in organizing and/or attending New York chapter activities should contact me and/or one of the national officers to get the ball rolling.

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Upgrade from Regular to Life Membership Sponsored by Captain Donald Moore Jr. #1513-L

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In the Council

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The Northwest Passage: Promise or Catastrophe?

J. PENNELPO GOFORTH

Arctic Researcher

The fabled Northwest Passage, a supposed sea lane linking the Atlantic and Pacific oceans through icy seas above the Arctic Circle, was the most sought after waterway in the vast 1.4 million square kilometers of the Canadian Archipelago. The United States is on the western terminus and Greenland on the east. An alternate route to the Northern Sea Route runs about 9,500 miles above Siberia and Russia.

Most of the sea used to be a frozen state of what is called multi-year ice. Hundreds of feet thick, this ice has been building the polar ice cap for thousands of years. A living thing in and on the ocean's surface, it melts and re-ices, and drifts over a shallow shelf of the world's oceans. Despite the enormity of the issue, commercial shipping traffic through the Northwest Passage is rapidly rising.

Over the last 30 years, the multi-year polar ice cap has shrunk by over half. Scientists' estimations for an ice-free summer vary from 2015 (extreme) to 2050. Given the rapid changes in the Arctic, the Northwest Passage looks more and more lucrative to shippers, with no ice-free waters allowing speeds upwards of 12 knots. When the high latitude goes is clogged with ice, reversing direction allows her to keep moving. Orders for these specialized vessels are filling the shipyards.

The Northwest Passage has emerged from a hopeful rumor on an ancient chart to an impassable frozen sea to a voyage of reality for thousands of ships in our own lifetime. "Dude, yer goin' through the Arctic!"

Dr. Curtis Ebbesmeyer, Ph.D., is an oceanaerographer with a passion for tracking every thing Washing-up on the world's oceans.

Sixteen years ago he established and funded a worldwide beachcombing network to report find- ings and he is also the co-author of the book Flotsamatics and the Floating World: How One Man's Obsession With Washed-up Shoos and Rubber Ducks Revolutionized Ocean Science.

The tsunami which struck Japan in March 2011 shredded the coastline and at places surged up to five miles inland. In the open sea, the 580-mile-long Poseidon nightmare airplane glider flew between the Pacific, reaching Japan in less than 10 days. It took seven months, however, for the first tsunami debris — styrofoam oyster buoys and plastic kerosene and vinegar jugs — to reach the U.S. coastline. Ebbesmeyer predicts much more debris, including fishing boats, will start washing ashore in October 2012 and may continue for up to 60 years from now. He collaborates with Jim Ingraham, who developed OSCURS (Ocean Surface Currents) Simulators, a tracking program with parameters that include daily surface water and current data provided by the U.S. Navy. Different debris will have different wind factors based on buoyan- cy, effectiveness, water temperature, and density. Using the OSCURS model with wind factors, they can predict what will arrive when.

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After a brief overview of NOAA and Coast Survey, Zezula got right into Arctic charting proj- ects and in setting maritime pro- tective measures through their territo- rial waters. Despite the enormity of the issues, commercial shipping traffic through the Northwest Passage is rapidly rising.

Last month, Lloyd's Register announced the first set of rules for 'Stern First Ice Class Ships.' Utilizing modern propelled podded propulsion units or azimuthing thrusters, this class of ship can travel in the traditional mode, leading by the bow, in ice-free waters allowing speeds upwards of 12 knots. When the high latitude goes is clogged with ice, reversing direction allows her to keep moving. Orders for these specialized vessels are filling the shipyards.

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ARCTIC NAVIGATION AND CHARTING

LDDR DAVE ZEZULLA

Chief, Pacific Hydrographic Branch, NOAA, Seattle

Eric Johnson explained how their military and law- enforcement grade green glass is effective because it is made of a ship's arse- nal to deter pirate attacks. Green wavelengths are sensi- tive to blood and sweat, which are needed in ships' masters as part of a ship's arse- nal to deter pirate attacks. Green wavelengths are sensi- tive to blood and sweat, which are needed in ships' masters as part of a ship's arsenal to deter pirate attacks.

Captain Paul Willers explained operation tech- niques from two recent trips. In the summer of 2011 took them to the Bering Sea. VLCCs too large to transit the Suez and Chukchi Seas. From the Cold War, Russia has successfully extracted Arctic oil reserves from their northern coast- lines. Over the last 30 years, the multi-year polar ice cap has shrunk by over half. Scientists' estimations for an ice-free summer vary from 2015 (extreme) to 2050. Given the rapid changes in the Arctic, the Northwest Passage looks more and more lucrative to shippers, with no ice-free waters allowing speeds upwards of 12 knots. When the high latitude goes is clogged with ice, reversing direction allows her to keep moving. Orders for these specialized vessels are filling the shipyards.

Eric Johnson explained how their military and law- enforcement grade green glass is effective because it is made of a ship's arse- nal to deter pirate attacks. Green wavelengths are sensit- ive to blood and sweat, which are needed in ships' masters as part of a ship's arsenal to deter pirate attacks.

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The Northwest Passage has emerged from a hopeful rumor on an ancient chart to an impassable frozen sea to a voyage of reality for thousands of ships in our own lifetime. "Dude, yer goin' through the Arctic!"

Eric Johnson explained how their military and law- enforcement grade green glass is effective because it is made of a ship's arse- nal to deter pirate attacks. Green wavelengths are sensitive to both blood and sweat, which are needed in ships' masters as part of a ship's arsenal to deter pirate attacks. Green wavelengths are sensitive to blood and sweat, which are needed in ships' masters as part of a ship's arsenal to deter pirate attacks. Green wavelengths are sensitive to blood and sweat, which are needed in ships' masters as part of a ship's arsenal to deter pirate attacks.
The Healy deployed from Seattle on May 27th, 2011 for four science missions and returned on February 5th after a town-hall diver- sion to assist in delivery of much needed fuel to Nome. The 254-day deployment was much longer than usual. Captain Havlik quickly covered the science mis- sions themselves before going opera- tional and showing time-lapse videos and graphics demonstrating techniques and challenges of breaking ice.

Captain Havlik explained ice forms at 29°F, depending on salinity, turbidity, pressure, winds, etc. As the surface starts before could be sheet ice by the time they captured. As it crystallizes, it forms into shuga ice, then forms into smaller pieces, then large pancakes, into floes, sheets, and rafting. Old ice is much harder than new, and what you see above the surface is only a small portion of what’s actually there. Fresh snow on ice makes it very sticky. Ice is very dynamic, constantly form- ing and moving. When entering ice, Captain Havlik advises, you want to enter ice. Look for the path of least resis- tance, called leads. Satellite images, some infrared, provided by the NOAA weather field office in Anchorage, aided in route planning. Because ice is dynamic, what may have been an open lead three hours before could be sheet ice by the time they arrived at the coordinate. Route planning is essential, but “it’s just a plan, and you can’t be in love with your plan.”

Captain Havlik didn’t need to con- vince this crowd that ships are far more efficient than air deliveries for fuel. She went over some of the logistics and polit- ical aspects to put together the plan to deliver fuel to Nome. The ordeal started with a November storm that brought a 12-ft surge in Dutch Harbor, which temporar- ily sidelined the science mission. The weather turned unusually cold, real fast, and the regularly scheduled winter fuel delivery by tug and barge was on its way to Nome and had to turn back when the storm hit, and then not capable of making the voyage once ice formed.

By the time all the politics and logis- tics were worked out, the Healy and USCG’s Russian-crewed tanker Renda sailed from Dutch Harbor on January 6th with ice extending 350 miles south of Nome. To overcome language and communica- tion challenges, she assigned designated talkers in each section for consistent voices and communication. Command with the Renda was difficult, as heard in audio clips of conversations between the USCG and the Russian ship. The bridge watched increased from 3 to 7 persons.

The ships started off at about ½ to one mile apart from each other, moving at 7 knots, but as they moved farther north, speeds and distances decreased. While maneuvering in ice, speed can change very rapidly. The crew fixed on throttle and AIS to keep constant speed or distance between the ships. They tried to keep the engines at steady RPMs and did not vary the speed when maneuvering, even more challenging because the two vessels have different operating techniques. Captain Havlik isn’t sure exactly what the capabilities of the Renda are, but is classified for 1 meter of ice and supposedly had a 5400 hp engine and reduction gear, compared to the Healy’s 35,000 hp and 3 engines.

Captain Havlik’s crew captured time- lapse photos from the bridges of both ships to demonstrate the different maneuvers and ice breaking techniques to release the Renda, based on the type of ice on each side of the vessel. Parallel cuts on each side of the Renda loosened ice on each side and allowed Renda to fall in behind. If a plate was in front of the Renda, Healy would run a figure 8 around the Renda at around 4.5-7 knots — any faster seemed to pull the Healy into the Renda. When there was a large ice plate in front of them, Healy would cross perpendicular in front of Renda’s bow. After trial and error, the Healy crew figured out the timing for Renda to start revving their engines on each maneuver, so Renda could fall in line behind Healy again. One particular video showed Renda with one large sheet of ice starboard, not moving, with pancake ice portside, flowing past the ship. Captain Havlik had no idea this was what was happening until she saw the video.

Once they arrived in Nome, they were able to position the Renda 400 yards from the breakwater, closer than antici- pated. The town graciously welcomed them, with a November storm that brought a 12-ft surge in Dutch Harbor, which tem- porarily sidelined the science mission. The crew figured out the timing for Renda to start releasing its engines on each maneuver, so Renda could fall in line behind Healy again. One particular video showed Renda with one large sheet of ice starboard, not moving, with pan- cake ice portside, flowing past the ship. Captain Havlik had no idea this was what was happening until she saw the video.

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At the Annual General Meeting

MARITIME LABOR CONVENTION 2006
FATHER SINCLAIR OUBRE
Chaplain, Council of American Master Mariners, Inc.

We’re in no bad shape; could be a lot worse. Financially, we’re doing well. We’ve had 91 members over the past year and have gained 50 as of last week. We’re on the up, but it would be nice to have a three-to-one or four-to-one ratio, because we’re all in line for that other list. With the resurrec-
tion of the Baltimore chapter, we’ve been able to attend and be represented at quite a few more functions in Washington D.C. with the U.S. Coast Guard, regula-
tors and congress. We’re getting better at getting our face out there in front of Congress and the USCG. Sidelights has helped quite a bit in spreading the word about CAMM. Some of the stances we’ve taken have taken traction and people are beginning to listen and pay attention to what we have to say.

I look forward to our next regime expanding on that and hopefully mov-
ing us forward on the east coast.

The one failure I feel I had was that I was not able to get the New York Chapter restarted or a chapter started in Boston or Portland, Maine. With the recession, we were constantly short of funds. I believe where our dues are right now are at the max, and a dues increase would cause us to lose more members than we would gain in income. Our only other choice is to find outside sources of income – to find sponsorships from companies and find ways for CAMM itself to sponsor seminars and other functions where we can make a profit. I’ll be glad to lend my assistance to my replacement in those fields. We just haven’t had the funds. It takes money to make money. And that’s about it on the State of CAMM.

First Vice President
Captain Liz Clark
Present, counting ballots.

Second Vice President Vice President
Captain Alan Wheeler
Not present, no report.

Secretary / Treasurer
Captain Donald Moore, Jr.
Before I get into the numbers, I want to thank all of you for the cooperation and the efforts I’ve had the last seven years as your Secretary / Treasurer; it’s an honor to be in this organization and work with you all. Thank you for that time.

As Captain Hunziker mentioned, our recruitment program of sponsor-
ning three new members for a year of exempt dues is working and resulted in 50 new members since the last meeting in Baltimore, but unfortunately we did lose 31. The constitution reads, and I’ve been lax in enforcing it, “If a member has not made contact in 2 years, then we proceed with 90-day warning for termina-
tion.” From 2007-2009, sent out 90-day notices and just before this meeting,

I sent out 87 termination letters. As a result, when we left Baltimore we had 842 members, now we have 750 active members. This breaks down to 702 dues-
paying members: 505 Regular (R), 72 Regular Pilot (RP), 73 Special (S), 0 Special Pilot (SP), 3, 3-16 (1600 grts), 10 Lifetime (L) and 37 Associate (A), and 75 dues exempt members.

Second notice dues invoices will go out in a few weeks to those who have not yet paid this year. Captain Tim Brown and the regional/chapter presidents have been very helpful in breaking down the lost captains list. That program has been successful – we’ve collected several thousand dollars in back dues over the past few years. Use of our electronic Membership Administration System (MAS) has been very helpful.

The treasury report for 2011 shows we’ve been very helpful in tracking down the lost captains list. That program has been successful – we’ve collected several thousand dollars in back dues over the past few years. Use of our electronic Membership Administration System (MAS) has been very helpful.

We’re not organized enough nor willing to do what it takes.

I look forward to our next regime expanding on that and hopefully mov-
ing us forward on the east coast.

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For 2012, I’d like to retire, and is looking for someone to train who will be as aggres-
sive and successful in raising funds for the magazine.

For 2012 year-to-date, we’ve so far collected $92,792 and spent $25,700; as of yesterday, we’re in the black for the year. Last year, our reserve funds of approx $20,000 were in Merrill Lynch, which charged a 65¢ fee and earned 18 cents interest; not a very good arrangement.

In April 2011, we moved $26,000 into a Charles Schwab account and earned 64 interest, so ahead by $64. More financial details are available in printed reports.

North Atlantic VP
Captain Frank Zalocky
I have nothing to report – I don’t have the job yet. I want thank Seattle chapter;

Continued on next page...
The Council of American Master Mariners, Inc.
that appears

Capt. Frank Zabrocky
Sidelights
SEATTLE
CAMM & PD
C
At the Annual General Meeting

CHAPTER OFFICER REPORTS

Seattle / Pacific Northwest
Captain R.J. Klein, President
At the October meeting, the SPNW chapter is very active. In 2011 we averaged 18 members at meetings, with 44 people attending our October event. In February we honored our wives, which always goes over very well. In March, Captain Dave Shoemaker, master of the fishing vessel GALLATY that caught fire in 2002, spoke to us about the incident. The vessel survived, but three crew members perished. He talked about how unprepared the crew was because of lack of safety drills due to the lack of training. I think we need to get people like him in our group—or at least on our side—so we can represent the entire industry, not just ocean-going ships.

In May 2011, Sarah Deland was the recipient of the $5,000 scholarship from YMTA. This is a good way for CAMM to get our name out there. Julie Keim, owner of the Courses at CAMM and supporter of CAMM, gave us a tour of her new luxury yacht that sits on a flatbed truck that can be moved as needed for training. Our September 2011 golf tournament was down 20 golfers (likely due to the recession), but generated over $8,000 for YMTA, down from $10,000 the previous year. In October we invited the Vancouver Yacht Club’s returning sponsors our meeting, and were pleased to recognize Captain Peter Chemeledemos as our Maritime Person of the Year. Chemeledemos is the author of Peter’s Odyssey, a Merchant Mariner that appears in Sidelights, a WWII veteran and past chapter officer. Our December guest speaker, Captain David Surface, captain on Washington State Ferries, the largest ferry system in the U.S., maybe in the world, spoke to our members and we recruited him as a CAMM member. I’d like to see CAMM move toward recruiting a wider variety than deep sea masters to join us.

Columbia River
Captain Dan Jordan, Vice President
Our chapter is divided between the Portland and Astoria areas. Most luncheons are held in Astoria. Our last Tuesday of every month meeting was at Ante’s in San Pedro, which supplies the catering for the LANE FACTORY.

Huston
Captain Michael J. Mc Cright, President
I’ve always claimed that this should really be the Texas chapter, we have members from five additional ports in Texas, and it’s a disrespect to the rest of Texas. Captain Tom Stapleton invigorated our chapter the last few years and got some really interesting speakers. We have meetings at the Seafarers Center, at the turning base in the center of Houston, which worked pretty well. We have a declining membership like everyone else.

In the meantime, I’ve been asked to teach at TAMUG, so that was a great opportunity to get the student chapter involved in CAMM. We’re now holding our meetings on the TAMUG campus and the students have been receptive and I’m encouraging them to write an article about their commercial or training ship experiences and submit them to Sidelights. I’ve got a few cadets who see and understand the benefits of that, so expect to see articles in the fall.

The last speaker we had was Captain James Cleary (who sailed with Captain Hartnott), the meeting was well-attended by people we’d never seen before. The hardest part is passing the message to everyone. Captain Stapleton made great strides in notifying papers to invite the general public to meetings. I haven’t been as good yet, but it’s something I will work to continue.

Where I see needed emphasis for CAMM is to network with the Nautical Institute and all of the maritime academies to get continued on next page...
Father and son Captains Andy and Doug Subcleff, preparing for the next session. Both are integral members of the Seattle Chapter.

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<tr>
<th>Northeast</th>
<th>Captain Dave Williams, President</th>
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<th>Mobile Bay</th>
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<th>Tampa Bay</th>
<th>Captain Dave Williams, President</th>
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<tr>
<td>The chapter is doing well</td>
<td>with 45 members and an unofficial</td>
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<td>women's group meeting the same</td>
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<td>day of the regular meeting. There</td>
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<td>has been as many as eight in the</td>
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<td>women's group. The chapter held</td>
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<td>its annual social at Miami's in</td>
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<td>Miami in March, 2012 and is now</td>
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<td>built in U.S. The chapter continues</td>
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<td>to bring in new members and has</td>
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<td>held the level of membership at</td>
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<td>a steady rate for several years.</td>
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<td>The chapters financiers are solid.</td>
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<tr>
<th>Port Everglades / Miami</th>
<th>Captain Liz Clark, Treasurer</th>
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<tr>
<td>We meet at the Deerfield</td>
<td>Country Club on the third</td>
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<td>Wednesday of each month except in</td>
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<td>July and August. In December we</td>
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<td>held a combined Christmas party</td>
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<td>with the local Merchant Mariner</td>
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<td>Veterans' chapter. We normally</td>
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<td>have 10 to 12 members at each</td>
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<td>meeting, although our total</td>
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<td>membership is about 35. We have</td>
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<td>a lot of snowbirds, so during</td>
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<td>summer our numbers drop</td>
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<td>considerably. We don't normally</td>
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<td>reduce our numbers during</td>
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<td>summer our numbers drop</td>
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| Norfolk                    | Inactive Chapter                  |

| Baltimore / Washington    | D.C.                               |
| Captain Joe Hartnett,      | President                           |
| As a member who’s recently | re-organized a chapter, I want     |  |
|                           | to thank Captain Moore and Captain|  |
|                           | Hunziker for their assistance in   |  |
|                           | getting Baltimore back on the      |  |
|                           | track to 30 members and meet in    |  |
|                           | Baltimore or Washington D.C., and  |  |
|                           | I thank Will Watson for his efforts |  |
|                           | in D.C. to get and keep things     |  |
|                           | going, as we know it’s important   |  |
|                           | to have a presence in the D.C.     |  |
|                           | area. To increase membership, we   |  |
|                           |’ve developed partnerships with     |  |
|                           | Kings Point with the Association   |  |
|                           | Propeller Club, Schuyler Alumini,  |  |
|                           | MITAGS, and other maritime         |  |
|                           | associations with well-established |  |
|                           | memberships. We’ve been tagging    |  |
|                           | along and hanging out with them    |  |
|                           | at maritime functions to represent |  |
|                           | CAMM. Unfortunately, there are     |  |
|                           | a lot of people out there who have |  |
|                           | no idea that CAMM exists or who we |  |
|                           | are. We’re constantly putting the  |  |
|                           | message out, and those relationships|  |
|                           | have helped immensely. We recently |  |
|                           | made a donation to Seafront’s Center|  |
|                           | to the Navy’s West-Coast Command.   |  |
|                           | They’ve been discussing this subject|  |
|                           | for 20-plus years, and we hope that |  |
|                           | something comes of this. At least |  |
|                           | they’re looking at creative ways to|  |
|                           | try to develop this system. Another |  |
|                           | plan is to convene again             |  |
|                           | and e-mail Northern California as  |  |
|                           | the most profitable west-coast route|  |
|                           | to capture the Ready Reserve Fleet,|  |
|                           | which is 30 years old. On the west |  |
|                           | coast, they’re looking to upgrade   |  |
|                           | and maintain the vessel. We mailed  |  |
|                           | them in Portland and didn’t        |  |
|                           | make some good decisions. Captain  |  |
|                           | Hunziker spoke up at                |  |
|                           | maritime conference to represent   |  |
|                           | CAMM. Unfortunately, there are      |  |
|                           | a lot of people out there who have  |  |
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|                           | make some good decisions. Captain  |  |

| New York / New Jersey      | Inactive Chapter                  |

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**ISFMA**

**Captain Jerry Benyo**

Many changes are taking place, including a change in Secretary-General. One of the candidates was a previous skipper for Greenspence, after calling it to Captain Hunziker’s attention, I sent in letter of objection on behalf of CAMM, and in the end, he was successful; much more than we anticipated and encompassing more than we anticipated. But there’s one drawback, it’s expense. We’re trying to find other routes. We’ve been operating on the premise that if you get enough advertisers to pay for Sidelights you can publish, if you don’t, we won’t. We got about 75% of the ad commitments we needed to proceed, then some didn’t pay, some dropped out. We are asking for donations and sponsorships. Some only advertised because we convinced them to advertise. If we don’t get ad money, we won’t be able to publish; some are no longer able to do it. We mailed (to Portland) and didn’t make some good decisions.

**Membership Committee**

**Captain Liz Clark**

We host 30 new members in the past year. Please remember to tell the masters you sponsor they must include a copy of their current license with their application for timely processing.

**Finance Oversight Committee Chair**

**Secretary/Treasurer**

**Captain Dave Williams**

We were able to continue soliciting advertisers from the CAMM president along with Sidelights marketing information and rates to get our name out there and solicit advertisers; so its not for lack of trying, and we need help to continue.

We are trying to follow the rule, “ads must be marine related” and if I receive complaints, I tell them we either receive the money for this ad or not publish, and that flattened out the complaints. The consensus is we need to keep our promises, and if we can’t do it, I think we can if we pull together as a team, one person cannot do it.

We need your help. Everyone likes the way it’s done, and how it’s done, and the last few years we’ve gotten more compliments and praise than complaints.

Editor’s note: The 35-minute Q&A session is summarized for space constraints and readability.

Further discussion on the ad promises and cost coverage was questionable if we were sending the wrong message about CAMM and what we were about. Captain Bradley reiterated that it was a decision to either accept the money and publish, or not publish at all. He then went over the rates, marketed on CAMM’s website, and explained they are set at below standard commercial rates.

Captain Bradley will listen to all the wildest ideas. To prove how crazy he was, he went to Publishers’ Clearing House to put Sidelights on their list. We didn’t meet their requirements: minimum of six issues per year and five years of previous subscriptions. We can’t afford to go to six copies per year, unless we get more ad revenue.

Discussions centered around the audit of the 2011-12 financial statement. Captain Williams estimates Sidelights accounts for roughly 75% of the annual budget. He feels as an organization, we need to answer serious questions about where the organization is going and what they want to accomplish. He and a few others felt that while Sidelights is a neat little magazine, it’s not necessarily about us and suggested if we put that back to three issues at 24 pages.

Survey results from last year, along with the majority of members in the room, felt we can’t decrease Sidelights in terms of pages or issues per year. It is still the most effective method we have for communicating with both member and non-members and if we cut back, then we also... Continued on next page >>>
The Council of American Master Mariners, Inc.

Committees

Advocates for online only and printed copies were strong on both sides, con- gressional leaders, maritime schools, vessels, and our older generation mem- bership prefer printed copies while the younger generation of masters we want to recruit prefer electronic. When it was suggested to add sub- scription fee to the dues rate, Captain Bradley estimated costs at $20 year for members to make up the additional costs after advertisers. Captain William Good donated $20 on the spot, many in the room followed suit, which totaled $300. CAMM leadership has determined that raising the dues rate, even to cover Sidelights costs, is not an option (see State of CAMM address), though many other similar professional organizations charge at least $200 per year for mem- berships. In regards to getting CAMM’s name out there, it was suggested CAMM des- ignate a media contact for commentary on incidents. There’s a lot of training that the media contact would need to go through, and that’s far more expensive than one year of Sidelights.

The bottom line is that it all comes down to find and implement a way to for Sidelights to be delivered more cost- efficiently, and to generate money for CAMM as well as Sidelights.

Criminalization of Shipmasters

OPPOSE the arrest and detention of shipmasters and crew in the wake of a maritime incident. SUPPORT IFMSA position calling on the USCG, IMO, ICS, and other international bodies to cease actions which may result in false impris- onment without trial.

Ports of Refuge

SUPPORT a requirement that Port States permit ships in distress to have access to a nearby port of refuge, as approved by the Master, rather than forc- ing such a ship out to sea.

One Man Bridge Watch

OPPOSE one-man bridge watch in effect in some commercial fleets. SUPPORT amendment to international- al regulations requiring an additional bridge watchstander for vessels of 1600 gross tons and larger.

UN Convention of the Law of the Seas Treaty (UNCLOS)


The treaty would give impor- tant domestic powers to an international authority based in Brussels. Specifically oppose provisions which would result in American ship masters accused of offenses at sea being tried by an inter- national court in Europe, and conducted without the benefit and protection guar- anteed by the Constitution of the United States.

Witness Treatment by US Officials

OPPOSE detention of crew of violating ships for the purpose of serving as mate- rial witness(es) for an unreasonable peri- od of time, causing loss of liberty, wages, and proper due process. “Unreasonable period of time” is defined in this instance as exceeding the 29-day period after which a D-1 visa would expire, leaving the crew member(s) unable to move about freely in this country.

Contamination and Safety

SUPPORT efforts of all regulatory agencies to detect and hold accountable all substandard vessels of all flags and registries which contaminate U.S. waters through discharge of oil, contaminated water, sludge, sewage, etc. Ships infested with roaches, rats and other vermin having insufficient fresh water for crew needs, and lacking basic safety and sani- tation conditions should not be permit- ted to operate in U.S. waters.

U.S. Coast Guard ownership of Merchant Mariner Credential (MMC)/License

Oppose changing the CMSR licensed position that the agency owns the new Merchant Mariner Credential (MMC)/License issued to a seaman and can revoke or recall at any time without cause as set forth in the Code of Federal Regulations. CAMM contends that the credential is the property of the user, and that it is to be surrendered to the Coast Guard only after due process. CAMM supports changing the CFRs to that affect.

Vessel Documentation, Inspection & Mariner Credentialing

SUPPORT the transfer of vessel docu- mentation, vessel inspection and mari- ner credentialing from Department of Homeland Security to Department of Transportation. This change would align U.S. maritime policy with that of other seafaring nations.

At the Annual General Meeting

Sidelights June 2012

The Council of American Master Mariners, Inc.
Adopted in 2012: Redundant Navigation Systems

Support: Proposals made at the IMO that a redundant electronic system, including but not limited to LORAN-E, be established to back-up GPS technology.

Training in Celestial Navigation

Support: The inclusion of celestial navigation competency as a component of deck officer certification.

Maritime Electronic Systems and Software

Support: All efforts of watchstanders (end-users) in the design and development of electronic navigation systems, including ECDIS, and maritime software.

Jones Act

Support: The retention of the Jones Act.

Design Requirement for New Ship Construction

Support: A design requirement whereby all new ship construction shall include an elevator/lift when the navigation bridge is more than 4 decks or 12 meters, whichever is greater, from the main deck or pilot embarkation point.

Positions >> Cont'd from page 21

IFSMA E-Navigation Comments

Support: IFSMA Working Group recommendation that watchstanders participate in the design and development of E-Navigation equipment and that watchstanders, rather than technicians, operate said equipment on the bridge.

International Piracy On the High Seas – Elimination of

Support: The UN resolution adopted Dec. 17, 2008 and urge the militaries of the world to work to defeat piracy wherever it occurs. CAMM asserts that it is the responsibility of the U.S. Government to provide the force protection necessary to ensure the safety of life and property aboard U.S.-Flag vessels.

Under-Qualified Promotions

Oppose: Coast Guard’s proposed regulations which would allow a third or second mate to progress to an unlimited master’s license with only 36 months’ service as a third or second mate, removing the requirement of six-months service as chief mate on unlimited tonnage vessels.

USCG advancement to Chief Mate requirements

Oppose: Coast Guard’s proposed regulations which would allow a third or second mate to progress to an unlimited master’s license with only 12 months’ service as an officer in charge of navigational watch (OCNW) to progress directly to chief mate unlimited tonnage.

Recognition of Foreign licenses, STCW certificates, and endorsements on U.S. Vessels

Oppose: Any expansion of the language of CFR 46 USC 8103 (b) (3) to cover any vessel other than the limited vessels cited therein. Furthermore, that any foreign sea-farer, holding a foreign license, certificate, or document, that is to be employed on a U.S. flagged vessel be required to meet the same standards of certification and security check as a U.S. sea-farer who would be employed in that position.

Read the CAMM Statement submitted to the docket.

Lifeboat Safety

Support: IFSMA’s position on developing industry standards for design study, stability, and fall-preventer devices for on-load release hooks for lifeboats. CAMM further supports standardization of lifeboat controls and operations, including procedures for launching and retrieving the lifeboats.

Physical Guidelines for Merchant Mariners

Oppose: New changes in the form required for physical exams for merchant mariners. The form should be simplified, made to conform to requirements used by the Federal Aviation Administration to qualify aircraft pilots, and acceptable if signed off by a qualified medical provider.

Adopted in 2012

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

Captain David Boatter accepted the award on behalf of Captain Brown, who was unable to make the trip from Maryland. Captain Brown’s presence was missed and many cannot recall a CAMM National Meeting where Captain Brown was not in attendance.
Mr. Will Watson, #3256-A, needs little introduction. We all know him primarily as a maritime journalist and policy expert. Over the past few years, his career focus has turned to maritime security policy, in which he is involved in several organizations and projects.

Watson explained the models of piracy. The traditional model is typically seen in the South China Sea, Malacca Strait, etc. where the pirates sneak aboard, rob the ship of cash and valuables, sneak away, and very rarely take the ship. Caribbean pirates are really drug smugglers who kill yacht passengers and crew to smuggle a single load. Often it is days or weeks before the yacht is reported stolen or missing and anyone starts looking for the ship.

A newer model is emerging in the Gulf of Guinea; pirates target cargo, mostly tankers, hold hostages until the cargo is off-loaded, then release the crew and ship. These pirates are fairly mild, yet no qualms about killing.

Somali pirates are a whole new game. Increased military presence has not dissuaded pirates. Privately Contracted Armed Security Personnel (PCASP) teams aboard vessels once deterred pirates to move on to an easier target, but now desperate pirates are engaging PCASP teams aboard vessels once deterred. Things are happening and solutions and practices to safely guard ships. Things are happening and Europeans have made a determined decision to bring military assets and recognition into the Somali area, possibly even a European military insurance. Of the tens of millions of dollars of ransom money, most is ending up in Kenya, no one knows where the money comes from. Try that in any bank in the U.S. and an IRS agent would suggest you visit. Few years ago, Interpol began using some of the same techniques they use to track drug smuggling to track ransom money. Cell and sat phones seized from captured pirate skiffs and vessels contain an amazing amount of data for tracking and identifying negotiators and other players. Of the several negotiations captured and prosecuted, most have received life sentences.

The U.S. Navy captured pirates who attempted to board the Polaris in 2009, but were beaten back by the crew. The U.S. Navy took the captives back to the Polaris, the crew identified them, and the pirates have been in jail since. Kenyan law insists on eyewitness testimony, and Kenyan defense attorneys use delay tactics because they know crew members are not easy to find four years later. In one case, a Filipino crew has flown back to Kenya to testify on Marshall Island’s expense to keep the pirates in prison.

Mr. Watson explained that the relationship between the U.S. and the Marshall Islands (MI) is bound by a Compact of Free Association, which among other things, allows the U.S. exclusive use of land for armed forces and their citizen may enlist in U.S. military forces. Although Indian crews are not allowed. It was pointed out that the U.S. military cannot board until all crew members are inside the citadel. Italian and Israeli fleets carry military forces. Although Indian crews count for the majority of hostages in Somalia, India is concerned if they over-deploy their military to refute pirate threats, they may be vulnerable to attacks from Iran and Pakistan. The discussion morphed into preferred weaponry: guns, ammo, tracers, etc., the amount needed, and logistics and procedures while transiting areas where arms are not allowed. It was pointed out that drones and product tankers don’t mix well. Captain Paul Williams, the only active sea-going master in the room, chimed in with his experiences with PCASPs (see Sidelights April 2012). Watson then pointed out that the military are not peace-keepers, their job is to break and kill.

Another major factor is distinguishing the legitimate fishermen from the pirates. Fishing is an integral part of local economy, and the pirates use the same kinds of boats and skiffs. Watson reported that drones have been successful in distinguishing them apart.

Watson went on to explain that only half of Somali pirates return to shore; most succumb to malnutrition or are lost in storms. Of course, the Somali media is not reporting this, because it hurts the piracy industry’s chances for recruitment. The country is so poor, that many see it as the only way for compensation or subsidies from the U.S. government.

On the lighter side, members speculated at how realistic the upcoming move on the Marine ALABAMA incident will be, which is currently filming but no release date set. Captain Benyo remarked he turned down a casting call.

Of the U.S. Navy to protect U.S. flag ships, the original role of the Navy Watson later explained part of his job is to write letters to authorize a military boarding of their MI vessels. Part of the BMP’s (Best Management Practice) requirements is that the military cannot board until all crew members are inside the citadel.
The Council of American Master Mariners, Inc.

Continued on page 29

The Council of American Master Mariners, Inc.

- IMO

Good with wife Shiela.

Columbia River member Captain Bill

Captain Cal Hunziker with wife Martha.

Captain Jerry Benyo and Captain Georg Pedersen.

#1494-R of Linthicum Hts, MD

Captain Jerry Benyo and Captain Georg Pedersen.

Captain Joe Harndt in an engaging conversation with Seattle member and Washington State Ferry Captain David Surface.

Captain Joe Harndt with wife Lisa.

Captain Bob Phillips and Captain Tom Stapleton with wife Martha.

Captain R.J. Klein reads names of raffle winners drawn by Father Sinclair Oubre.

Captain R.J. Klein reads names of raffle winners drawn by Father Sinclair Oubre.

Captain Wayne Farthing (Houston) and Captain Paul Willers (Seattle).

Keynote speaker and Council member Mr. Will Watson and Father Sinclair Oubre.

Seattle wives Lyn Klein, Amy Sudleff and Betty Sudleff.

Sharp-dressed men Captain Rogers Schwartz and Captain Amy Sudleff.

War with Somali pirates is heating up

European Union (EU) governments promised last month to take the war on piracy ashore and that’s what they did in mid-May when EU naval forces launched an attack on pirate bases near the port of Haradhore. Five pirate speedboats were destroyed in the helicopter gunship led raid along with other nearby supplies. In response, pirates threatened to kill hostages aboard captive vessels.

The EU navies aren’t alone in taking the battle to pirates. Privatey Contracted Maritime Security Personnel (PCASP) teams have been involved in numerous running gun battles with increasingly aggressive pirate forces. Over the past two months, pirates have departed from traditional tactics—using one or two skiffs with six to eight pirates aboard each—to attack commercial ships.

Help from Somalia

Unconfirmed reports surfaced in early June that the Puntland Marine Police Force (PMPF) may have made a unilateral attempt to free a captured Suezmax tanker. Sources told Somali media that the armed paramilitary force tried to rescue the M/T Saravee but claim the armed assault was rebuffed when pirates aboard the hostage ship returned fire. There were reports of injuries both among the pirates and the PMPF operators.

Such stories have emerged before and have been difficult to confirm. Sources in the region say rescue attempt was made at Bina, near Bargad, where it was moved from Hurudyo, a small village between Bargal and Haifan in Somalia’s Bari region. The captive tanker may now be moved to another area.

Fierce attacks reported

Reports are now being received of attacks by as many as a dozen speedboats with heavily armed pirates aboard—attacks that have led to running gun battles between the pirates and armed teams. Fortunately, none of the attacked vessels have been taken and no serious injuries have been reported among the armed teams or crews.

Those skirmishes came as the International Maritime Organization was calling for international standards on the use of force by armed teams against pirates. “International standards or regimes should be established,” IMO Secretary-General Koji Sekimizu told reporters, adding that, “This regime should not be made compulsory, but provide an international framework on which the flag state and the (shipping) companies may decide to employ means on board.”

This escalation is thought to be a response to the flagging success by pirates in capturing commercial ships since most began taking on armed teams some months back. There have been 151 attacks on ships in 2011, compared to 127 in 2010 — but only 25 successful hijacks compared to 47 in 2010.

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Private patrols joining navies

Soon, the 25 military vessels — from the EU and NATO countries, China, Russia, India and Japan (patrolling approximately 3.2 million sq miles of ocean) will be joined by private armed craft that plan to offer protection to convoys of commercial vessels. The private company, Typhon, is buying three boats, which are currently being fitted out in Singapore. Those boats will be used to establish an exclusion zone around escorted convoys...convoys, whose routes will be dictated by commercial dictates, unlike those transiting the Internationally Recognized Transit Corridor (IRTC). To sweeten the deal, Typhon’s leaders say that vessels using their services will get a major break on insurance premiums.

Another nation to try pirates

The Indian Ocean nation of Mauritius has said it will accept and try suspected pirates captured by British forces patrolling the Indian Ocean under an agreement with the United Kingdom. The
Thoughtful Haste on Arm Guards is Necessary

Piracy is spreading in the general lawlessness of the world. There are surveys of controlled violence against pirates now. Captain of one of our vessels as well as of a royal naval ship in wartime, uniforms were issued, a rotational scheme for officers was set up and everyone got paid on time thanks to Samuel Pepys, the diarist who was the Naval Board’s secretary. Pirates remained and the Royal Navy’s job was now to suppress them and to keep trade open for the nascent Empire as well as to project England’s force on the sea. It worked well until the end of WWII. The U.S. Navy took over the policing of the oceans then. However, the suppression of piracy was removed from the mission of the U.S. Navy in the 1970’s. The RN did it for three centuries and seriously. The modern USN effected the suppression of piracy was removed as well as to project England’s force on the world— would stave to death and the other half would freeze to death. Piracy affects trade. It affects lives. It is time for the IMO to act it to its legislative functions may do.

The more disturbing trend is shaping up, however. The armed guards now want a place at the table in forming policy rather than accepting a role as servants of owners and governments. The guard entities seem to believe that they—they force of their self-defined ‘profession’ of shooting what moves if it is a very bad idea arising from that quintessentially aggressive culture wanting even more power than life or death over pirates. It is a trend toward vigilante terrorism. Beware of that kind of thinking. It is a threat to our individual and international security.

The conflict is embittered by the apparent sovereign immunity of the Italian government who seemed to look at how the unchecked security culture has affected deleteriously the domestic policies of the United States and be very wary of these people. Do we really want contracted guns policing us at sea under their rules? This is trading pirates for pirates with rules. The suggestions coming from the guards implies purely mercenary applications. I think that is a very bad idea arising from that quintessentially aggressive culture wanting even more power than life or death over pirates.

Those of you who don’t already receive Dennis Bryan’s newsletter probably be facing higher scrutiny by regulatory authorities both overseas and at home from their head office as well. Could it be that the re-engineering craze of a decade or two ago left the U.S. maritime industry short on population and/or experience? Is this decline due to reduced levels of shipping personnel? Could we hear from some mariners on this topic? ☞

Waterston’s Report from page 27

nation’s Prime Minister Navinchandra Ramgoolam agreed to sign a memorandum of understanding (MoU) in London. Foreign navies trying to counter piracy off Somalia have been reluctant to take suspects to their own countries because of the legal hurdles of jurisdiction to put them on trial, or fear the pirates may seek asylum. ☞

Will Waterston is a CAMM member and works as maritime security liaison for the Marshall Islands Registry, the world’s third largest flag state. Will is also vice president and governor of the Maritime Security Council and sits on the board of advisors of the National Maritime Law Enforcement Academy.

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California A Ermission Control Area and Lessons Learned in California

**Th e Intern ational M aritime Or ga nization ( I M O ) **

obeyed the Internation al Conven tion for the Prevention of Pollution from Ships (MARPOL) designating sp ecific por tions of U.S., Canadian and French waters as Emission Control Area (ECA) in 2010. Sh ips will have to burn fuel oil with sulfur content not to exceed 1.0% sulfur. The ECA designation becomes enforceable in August 2012. In January 2015 the limit will be reduced to 0.1% sulfur. California (CA) created similar regulations in 2009 to reduce vessel emissions for California waters as part of its continued mission to improve air. These are found under California Code of Regulations, Section 22992, “Fuel Sulfur and Other Operational Requirements for Ocean Going V essels within California Waters and 24 Nautical Miles of the California Baseline.”

The CA regulations require that vessels burning distillate fuel, either marine gas oil (DMA) with maximum 1.5% sulfur or marine diesel oil (DBM) with maximum 0.5% sulfur, in main and auxiliary engines.

California witnessed an increase in the number of Loss of Propulsion (LOP) incidents of over 100% in 2009 when the distillate fuel regulations went into force. The statewide average of 23 LOP incidents per year doubled, then tripled, after the fuel switch mandate came into effect during 2009 and finally increased by almost a factor of four to 93 LOP incidents for the year 2011. The IMO requirements will soon make what had been a California-centric experience an international’s.

California also witnessed a step further in the area of emission control when its air quality emission requirements change again in 2014, lowering the sulfur content allowance further in the coming years.

**California Fuel Requirements for Ocean-going Vessel Main (Propulsion) Diesel Engines, Auxiliary Diesel Engines and Auxiliary Boilers**

**CA Phase I**

- July 1, 2009 Marine gas oil (DMA) at or below 1.5% sulfur; or Marine diesel oil (DBM) at or below 0.5% sulfur.
- August 1, 2012 Marine gas oil (DMA) at or below 1.0% sulfur; or Marine diesel oil (DBM) at or below 0.5% sulfur.

**CA Phase II**

- August 1, 2012, consistent with the 1% sulfur limit specified under the North American Emission Control Area established under the International Maritime Organization.

- January 1, 2014 Marine gas oil (DMA) or marine diesel oil (DBM) at or below 0.1% sulfur.

Analysis of industry operations and conditions suggests the shipping community may respond to the new regulations in a variety of ways, especially along California.

The IMO 1.0% sulfur ceiling can be achieved by burning Heavy Fuel Oil (HFO) if the oil refineries recognize a market for this fuel. Unfortunately they continue to add capacity for converting relatively low-value HFO into higher-value distillate. At present, most of the ships now engaged in international commerce regularly burn HFO with sulfur content not to exceed 3.5% because HFO is the least expensive fuel on the market.

Ships coming into California are required to burn distillate fuel within 24 miles of the coast. Ships will start carrying three different types of fuel to remain IMO compliant: HFO at 3.5% sulfur, HFO at 1.0% sulfur and distillate fuel when calling California. For ship operators, using a 0.1% sulfur HFO will only increase shipping company expenses by US$50 to US$100 per ton versus US$300 extra per ton for distillate.

By 2015, industry will have to increase the sulfur content for distillate fuel to remain in compliance with IMO mandate. For instance, a 1995 built vessel was fitted with Low Sulfur Fuel tanks which had a combined capacity of 800 tons in addition to the regular HFO capacity of 3,500 tons for continuing a voyage. Low sulfur tanks can easily be converted to carrying distillate.

Considering the numbers of contain- ership/ bulkers exceeds demand for cargo carriage at this time, retrofitting these ships with expensive stack scrubbing technology to reduce sulfur dioxide (SOx) and particulate matter (PM) does not appear to be an option within the various ships. If ships are already operating at close margins, industry asks why invest in the stack technology? New builds could incorporate this new scrubbing technology without the extra expense related to shuffling ship schedules and possible chartering issues.

Another option blends fuels (HFO with distillate) to achieve the 1.0% sulfur, but it has some challenges. First, compatibility of the fuels could keep the ship engine from achieving the 1.0% Sulfur spec by MARPOL. Secondly, the record keeping needed to show compliance could prove daunting. According to MARPOL, the ships must have analysis specifications of the fuel onboard. The ship will have sample analysis specifications of the HFO and sample analysis coming from Asia to show compliance. Any inaccuracies or mistakes could jeopardize a ship’s Air Pollution Prevention (IAPP) certification.

Liquefied Natural Gas (LNG) maybe the solution of the future, but the future is not here yet! Not to mention, there is a lack of infrastructure for supporting the widespread use of LNG for ship fuel. Long Beach took a route south of the Pacific Missile Test Range in order to postpone fuel switching.

In December 2011, the California Air Resources Board (ARB) expanded the 24 mile zone to reference the islands and rocks off the coast. This extended the compliance zone for burning distillate, and more ships transited through the SB Channel than past it.

When the 2015 ECA comes into effect, California may see ship routing change once again. Ships will return to transit the Pacific Missile Test Range. If a ship is on a Great Circle course (course “F” (the two lines of longitude or latitude at different angles) from Japan and transits the SB Channel, it will have to burn the more expensive distillate longer. Operators can achieve significant fuel savings by transiting the missile range by picking a waypoint directly west of LA/LB Harbors and proceeding via a rhumb line course (course angle crossing two lines of longitude or latitude at same angle). It would be around 50 miles longer but the ship would be burning the more expensive distillate a shorter time at a cost of adding only two to three hours to the transit.

The international communities affected by the manufacturer B&W recommend the opportunity to anticipate and prevent issues California experienced. California analyzed the difficulties distillate created and developed guidelines to help ship operators and engineers prevent and manage loss of propulsion incidents.

**Guidelines for Ships Utilizing Low Sulfur Distillate Fuel Oil to Comply with North American ECA (after 01 August 2012 if distillate is used or 01 January 2015 when mandated)**

**Initial Entry**

Ships intending to enter the Emissions Control Area for the first time, the state of California advises the crew should conduct a “TRIAL” (actual) fuel switching within 45 days prior to entering ECA waters. Run main and auxiliary engines on less than four (4) hours on LSDFO. This will help identify any specific change over or operational issues or problems.

**Repeat and Initial Entry**

**Part One: Training**

Within 45 days prior to entering ECA Ports it is strongly advised ship engi- neers should exercise:

A) Operating main engine from the engine control room.

B) Operating main engine from engine side (local).

Crew should become familiar with “Failure to Start” incidents. By maneuvering and establishing correct procedures for “Failure to Start” incidents.

**Part Two: While Underway after Fuel Switching Completed (HFO to Low Sulfur Distillate)**

Ships should ensure one of the senses is active.

**S**pecial **A**ttention to **I**nternational **S**tandards of **T**raining, **C**ertification and **W**atchkeeping (STCW) **R**equirements.
Part Three: Engine Guidelines

- Consult engine and boiler manufacturers for fuel switching guidance.
- Consult engine and boiler engineers for proper fuel selection.
- Exercise strict control when possible over the quality of the fuel oils received.
- Consult manufacturers to determine if system modifications or additional safeguards are necessary for intended fuels.
- Develop detailed fuel switching procedures.
- Establish a fuel system inspection and maintenance schedule.
- Ensure system pressure and temperature alarms, flow indicators, filter differential pressure transmitters, etc., are all operational.
- Ensure system purifiers, filters and strainers are maintained.
- Ensure that the steam isolation valves on fuel lines, filters, piping, purifiers, filters and strainers are all operational.
- Ensure that the essential fuel system indicators, filter differential pressure transmitters, etc., are all operational.
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Some ten years past I wrote the following missive in response to a self-generat-ed question as to what are the core ingredients of the successful Naval Officer. Captain Jeff Cowan reported on fuel switching and loss of propulsion in Sidelights, October 2011.

Core ingredients of the top-notch Naval Officer:

- **Navigation:** The raison d’etre of the Navy Officer. He knows full well the fine line between right and wrong and moral and immoral and imparts this ethic down the line to his men. He takes the heat, if need be, and resists any compromise to good order and discipline knowing that if he does, the ability of his team to win is lessened. He knows his men — their strengths, foibles and problems. He does not cod-nie or condone mediocrity. He ensures they have the wherewithal to do the job. He resists any compromise to good order and discipline knowing that if he does, the ability of his team to win is lessened. He knows his men — their strengths, foibles and problems. He does not cod-nie or condone mediocrity. He ensures they have the wherewithal to do the job. He resists any compromise to good order and discipline knowing that if he does, the ability of his team to win is lessened. He knows his men — their strengths, foibles and problems. He does not cod-nie or condone mediocrity. He ensures they have the wherewithal to do the job. He resists any compromise to good order and discipline knowing that if he does, the ability of his team to win is lessened. He knows his men — their strengths, foibles and problems. He does not cod-nie or condone mediocrity. He ensures they have the wherewithal to do the job. He resists any compromise to good order and discipline knowing that if he does, the ability of his team to win is lessened. He knows his men — their strengths, foibles and problems. He does not cod-nie or condone mediocrity. He ensures they have the wherewithal to do the job. He resists any compromise to good order and discipline knowing that if he does, the ability of his team to win is lessened. He knows his men — their strengths, foibles and problems. He does not cod-nie or condone mediocrity. He ensures they have the wherewithal to do the job. He resists any compromise to good order and discipline knowing that if he does, the ability of his team to win is lessened. He knows his men — their strengths, foibles and problems. He does not cod-nie or condone mediocrity. He ensures they have the wherewithal to do the job. He resists any compromise to good order and discipline knowing that if he does, the ability of his team to win is lessened. He knows his men — their strengths, foibles and problems. He does not cod-nie or condone mediocrity. He ensures they have the wherewithal to do the job. He resists any compromise to good order and discipline knowing that if he does, the ability of his team to win is lessened. He knows his men — their strengths, foibles and problems. He does not cod-nie or condone mediocrity. He ensures they have the wherewithal to do the job. He resists any compromise to good order and discipline knowing that if he does, the ability of his team to win is lessened. He knows his men — their strengths, foibles and problems. He does not cod-nie or condone mediocrity. He ensures they have the wherewithal to do the job. He resists any compromise to good order and discipline knowing that if he does, the ability of his team to win is lessened. He knows his men — their strengths, foibles and problems. He does not cod-nie or condone mediocrity. He ensures they have the wherewithal to do the job. He resists any compromise to good order and discipline knowing that if he does, the ability of his team to win is lessened. He knows his men — their strengths, foibles and problems. He does not cod

- **Patriotism:** Patriotism runs deep and is fundamental to the breed. Those who have gone before, heroes or not, imbue a legacy that is ingrained from the day the uniform is donned. When he salutes the colors, it is meaningful and deep-rooted and sometimes, unspeakable tears well up.

- **Sacrifice:** A Naval Officer straps on 24-hours a day, 7-days a week and sometimes for months on end. He often lives in a little shipboard cubicle devoid of family and loved ones. His family endures separation. He does his obligatory shore duty, but strives to get back to the fleet and the tough job. He worries about money, but is not driven by it.

- **JUDGMENT:** Much of his paycheck accrues to sound judgment. He knows full well the fine line between right and wrong and moral and immoral and imparts this ethic down the line to his men. He takes the heat, if need be, and resists any compromise to good order and discipline knowing that if he does, the ability of his team to win is lessened.

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The third trip south was getting along into late October. All the trees in the Mohawk Valley were changing color and the beauty of the resulting scene was breathtaking.

Each trip, as we passed through the locks and I was ashore tending the mooring lines, I used my time memorizing bits of poetry. To this day, whenever I hear the lines of Kipling’s Gunga Din or Paramore’s The Ballad of Yukon Jake, my mind is back again walking lines along the Erie Canal on a beautiful fall afternoon.

The last day in the canal I was painting the top of the wheelhouse, a five-gallon paint bucket beside me. When I saw we were approaching a low bridge, I scrambled off, but lacked the time to get the paint bucket off. The skipper walked out of the wheelhouse door to see what the noise was just as the paint bucket was knocked over the edge.

You guessed it. The red paint didn’t go too well with his other clothes. I didn’t get to make the last trip of the year. I liked the canal experience, but the paint episode cut short my plans to continue on that ship and, since the winter shutdown was approaching, there were no other jobs available inland. So I put my card in for another deep sea ship.

While awaiting a new berth, I paid a visit to Sibun and Davenport, sharing Thanksgiving dinner with Beverly and her mother and sister. Over the year since I had met her, Beverly had become a pen pal letter-writer. Written in that round hand of hers, were a welcome addition to my life. As we talked, that afternoon, she asked me, “What are you going to do with your life? Do you have the potential to go far? Are you just going to sail about the tramp freighters of the world?”

Thinking fast, I said, “No. I figure that if I can keep up my studies and get the sea time necessary, I should be able to get my Captains license by the time I’m twenty-four.” Talk about confidence!

I returned to New York and registered at the NMU hall. Then I paid a return visit to the British Apprentices Club.

It was still run by Mrs. Spaulding, a remarkable motherly woman who made the boys feel at home around the fire-place with conversation and tea. A select group of young ladies served as hostesses and gave a sisterly feeling to the young-sters (the apprentices ranged in age from fourteen to eighteen) far from home.

Since it was a club for Britshers, I had in sight the guest book using John Marshall’s Wallessey, England, address. So long as I didn’t overstay my welcome, I was invited back from time to time.

One evening I was standing with a group of chaps from the 
Kaye Hanlott

When the evening was over, I walked her home to Preston House, a residence hall at the University of Michigan, for a load of calcium carbide to take back to Carteret, New Jersey, on our southbound trip.

The news of September 17 told of the SS City of Ben Ares sinking in a convoy from the English Channel to New York. Robert Bennett, the mess boy, had signed in the guest book using John Marshall’s Wallessey, England, address. He was happy to learn she had been invited to be one of the regular hostesses. When the evening was over, I walked her home to Preston House, a residence hall at Eighteenth Street and Lexington Avenue. Some evenings we walked by way of Times Square, where we spent hours at the Automat drinking cocoa and chatter-ing away as teen-agers will do. Her per-sonality was much like that of Beverly, and she was in New York where I could see her more often.

I had joined a new ship meanwhile, which was loading over in Brooklyn. So after I walked her home, I would take the subway over to my ship to be there before breakfast. Then I would stand my day watch looking forward to evening again. Since we wouldn’t break off con-versation until about 5:00 a.m., I got little sleep for a week or so, until we sailed for West Africa on the SS Cathlamet for the British West Africa Line.

Just before we sailed, the newspa-
Kay Hamilton, Fall River, Massachusetts, January 1942.

papers carried the story of the sacrifice of the 
Kaye Hanlott

SS City of Ben Ares, an armed merchantman guarding a convoy across the North Atlantic toward England. The German pocket-battleship Amiral Scheer approached the convoy, instead of scattered with the rest of those ships, faced the Scheer and delayed her long enough for the other ships to escape. 
Kaye Hanlott

The SS Cathlamet was sunk in the ensuing battle. There were, I understand, 65 survivors, but whether any of the apprentices I had met at BAC were among them, I never learned.

Kay Hamilton, Fall River, Massachusetts, January 1942.

On deck, Richard J. Barnes, Lake Erie, summer 1940.
Letter from new IFSMA Secretary-General

My name is John Dickie and from the 15th June 2012, I will be the Secretary-General of IFSMA. This article is to introduce myself to all of you and reassure you that the good work that was carried out by Rodger MacDonald will be continued and progressed.

My career has been in shipping for the last 42 years, and I have held a number of important positions before starting my own company in 2010. This company will continue and through it I will be able to progress my role in IFSMA and advance the organization with your support.

A number of initiatives will be brought forward to assist all of the Members and their Associations to grow while at the same time keeping costs down. The Secretariat is there to support the membership. It is hoped that while doing business I will be able to visit Associations and Members and be able to progress my role in IFSMA and advance the organization with your support, as well as getting to know the office bearers.

Part of this process is by ensuring that there is more transparency and feedback to the branches and the membership—reporting processes from the IMO and letting members know of projects that are being handled and the position that IFSMA has taken.

Too often seafarers do not speak out about the work that they do. This will change, and there is a need to know what branches and Associations are involved in because it may be that another is doing the same work. Therefore, we will be able to share resources. All members will be requested to put their thoughts forward towards charting the way ahead. I do not think it will be easy, but I look forward to the challenge.

At this time I cannot give you exact details, this will only happen after I am officially in office. All I can say is that together we can make a change and one of the most important things is striving to stop the criminalization of the shipmaster. This is at the top of my agenda.

I am looking forward to speaking to you in future editions. The Council of American Master Mariners, Inc. and Sidelights welcomes Captain Dickie into his new role as IFSMA Secretary-General and welcomes his updates and articles in future editions of Sidelights. In addition, the Council has presented him with our current updated positions and look forward to collaborating and sharing resources with other members of IFSMA.

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From the Master’s Desk

I note with sadness that another of our original members, Captain David Bremner, has crossed the bar. On behalf of the Company I would like to pass on our sincere condolences to his beloved wife Thelma. As many of you are aware, Thelma had been very active in support of the Company of Master Mariners secretariat for many years. I am sure that she will find comfort with family and friends.

I have had the opportunity through my 8 to 5 job to attend a number of meetings and sit on a few committees dealing with a wide range of marine activities including the North America Emission Control Area discussions, the National and Regional committees dealing with e-navigation as well as other port related activities.

Through it all, the one that stands out is Canada’s move towards e-navigation and the influence this will have on bridge management and piloting. The future is really here when it comes to the information age on the bridge whether it’s ECDIS, Personal Pilot Units and the like.

Some of the challenges that will be faced in my estimation will be the balance between the opportunity for governments to cut cost for traditional aids as well as owners and operators to push the envelope on operational efficiency with the professional mariner caught in the middle, balancing safe navigation of their vessel and processing all types of information.

As Canada in particular attempts to come to grip with carriage requirements and the Coast Guard looks to opportunites to migrate from some traditional aids I would ask all divisions to participate at the local level and to also take advantage of our Views and Positions Committee to formulate opinions that could influence Canada’s position on the future of e-navigation.

As members of the International Federation of Ship Masters (IFMSA) positions developed by the Company of Master Mariners of Canada could go a long way in influencing the international perspective on e-navigation as well. I am hopeful that each division as a member(s) formulating views and position that will be sent on to the chair of the committee.

Company of Master Mariners of Canada

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

CMMC National Master

Captain John McCann

IFSMA

The Council of American Master Mariners, Inc.
International Conference on Maritime Salvage
Where do we stand?

3/15/2012 — A one-day event was organized by the Institut maritime du Québec to examine salvage issues and opportunities. The presenters were predominately from Canada and the United States with European representation from both United Kingdom and France. Several aspects of salvage were discussed with the intent of generating a view of the current state of the industry in Canada.

The Company of Master Mariners of Canada was invited to present in a session on marine simulation. The organizing committee was interested in hearing how the Company has been looking at issues surrounding casualty response and in particular the findings from our facilitated panel discussion on salvage from the Conference on Shipping and Environmental Issues in 2011.

The presentation was broken down into the following segments:

• Who is CMMC?
• Why do we get involved?
• Past scenario events
• Places of refuge scenario
• Observations from scenario

Next steps

The first was the mandatory advertisement by the Company to ensure that audience members knew our background and hopefully those qualified would rush to join. The Company has shown a great interest in maritime casualty in particular the role of the Master and how they will be required to interact with relevant authorities. This interest has been demonstrated in a series of exercises, workshops and panels including:

• Pacific – Collision – Complex Emergency (2005)
• Great Lakes – Complex Emergency Masters Dilemma (2007)
• Arctic – Emergencies (mostly SAR) (2008)
• Arctic – Oil Spill & Communications (2009)
• Atlantic – Ports of Refuge (2011)

The Atlantic – Ports of Refuge panel revolved around a scenario where a tanker carrying a mixed clean cargo was transiting along the coast of Nova Scotia when it developed a crack in the hull. Dr. Aldo Chircop, a professor of marine law at Dalhousie University who has written extensively on places of refuge facilitated the panel. Captain Chapman (Maritime Division) took on the role of the Master of the ship and the panel included the shipowner, Transport Canada, Halifax Port Authority, P&I Club, marine lawyer, salvor and the U.K. Secretary of State Representative (SOSREP). The panel members were guided through discussion regarding selection of a place of refuge, who has decision-making authority to take any necessary action to safeguard the safety and security of the ship, some of the governance officials first thought appeared to be, “how can we help the master discharge their responsibility in this regard?”

No thought was given of the Master’s prerogative. Although the SOLAS convention requires that the Master be given authority to take any necessary action to safeguard the safety and security of the ship, none of the government officials thought appeared to be, “how can we help the master discharge their responsibility in this regard?”

After the conference, the conference chairman wrote to Transport Canada, the Coast Guard, and the Halifax Port Corporation identifying the outcomes of the panel. To date no response has been received.

The national executive has decided that the newly established Views and Positions Committee will be asked to consider an official position of the Company of Master Mariners of Canada on the issue of places of refuge.

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