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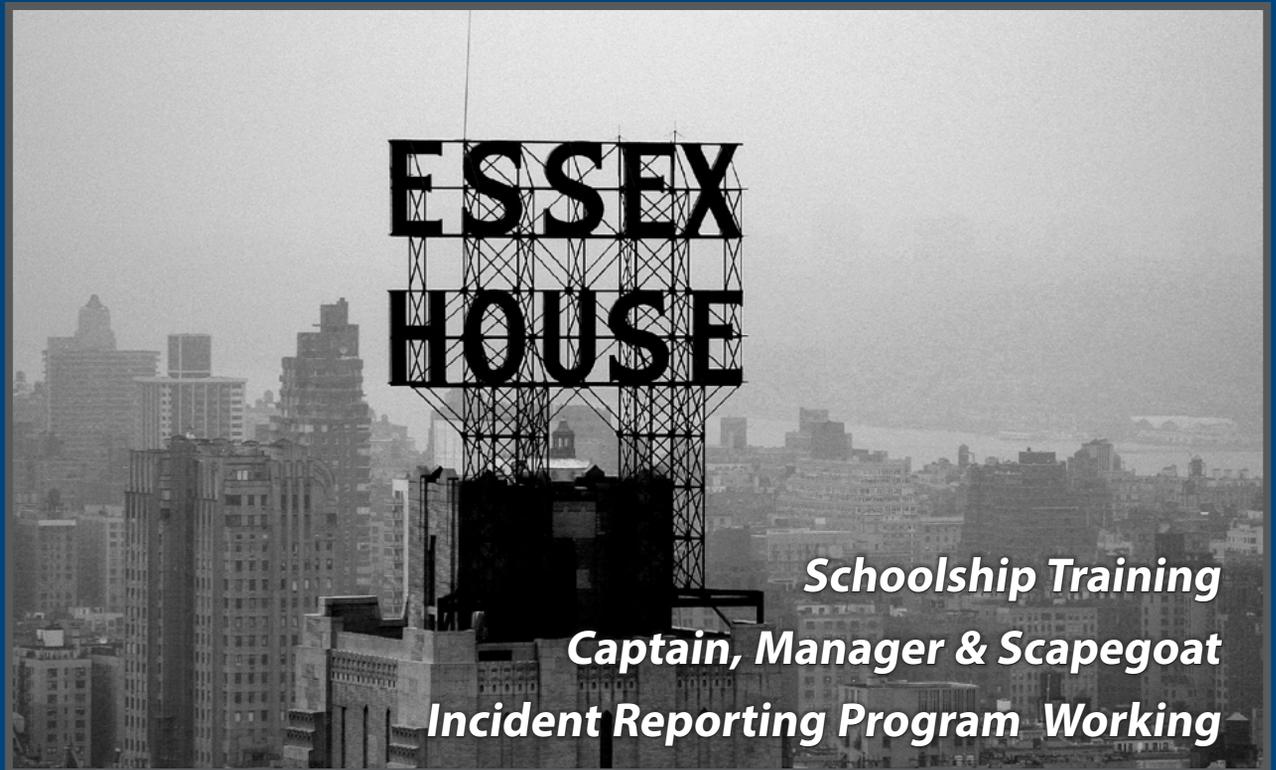
October 2015 Vol. 45, N° 4

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Founding Members Chart a New Course



Schoolship Training Captain, Manager & Scapegoat Incident Reporting Program Working

Mission Statement

www.mastermariner.org

The Council of American Master Mariners is dedicated to supporting and strengthening the United States Merchant Marine and the position of the Master by fostering the exchange of maritime information and sharing our experience. We are committed to the promotion of nautical education, the improvement of training standards, and the support of the publication of professional literature. The Council monitors, comments, and takes positions on local, state, federal and international legislation and regulation that affect the Master.



Dedicated to supporting and strengthening the American Merchant Marine

Venue & Accommodations

Marriott Portland City Center
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Portland, OR 97505



\$165/night + taxes, standard room; valid April 17-26, 2016 when booked no later than March 23, 2016. To book at CAMM's group rate, please follow link from CAMM's website.

Wednesday, April 20
Welcome Reception

Thursday, April 21
Professional Development Conference
Industry Speakers

PDC Evening Social

Friday, April 22
General Business Meeting
Closing Dinner
Keynote Speaker
Awards & Recognitions

Event Chairperson
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Professional Development Conference

Maintaining a Viable American Merchant Marine in the 21st Century

April 20-22, 2016 ☆ Portland, Oregon, USA
Hosted by the Columbia River CAMM Chapter



General Business Meeting

Council Business
Views & Positions Discussions
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Professional Development Conference

Industry Speakers
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Closing Dinner

Keynote Speaker
Lalonde 'Spirit of the Seas' Award
Introduction of 2016-18 National Officers
Cash Raffle Drawing
Recognitions

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Hon. Elijah Cummings

2015: Deputy MARAD
Mr. Michael J. Rodriguez

2011 (USCG) & 2015 (ABS):
RAdm. James Watson

2013: Cal Maritime President
RAAdm. Thomas A Cropper

In This Issue



ON THE COVER

Essex House, the location of the first CAMM meetings in 1936.
Photo by Thomas Hawk (cc2.0)

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We welcome your articles, comments, illustrations and photographs. Please email or send your submissions to *Sidelights* Chair Captain R.J. Klein at the above addresses. All submissions will be reviewed, but are not guaranteed to be published.

PUBLICATION DEADLINES

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

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President Captain R.J. Klein comments on how onboard communications has changed authority and liability and ponders if it is any better.



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

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

SHIPBOARD COMMUNICATIONS

Brass to Satellites - Is it really better?

While putting together the article about C A M M ' s beginnings in

1936, I was struck by how quickly these Captains were able to organize. The majority of their communications to set up meetings and create The Council of American Master Mariners were accomplished by U.S. mail. There may have been some telephone connections but in 1936 only one-third of households had telephones. A letter was sent to prospective members in March with a request to return the enclosed card indicating the dates the member would be able to attend a meeting. The subsequent meeting, at which CAMM's Constitution and By-Laws were approved, was held in early April 1938.

Today we send a letter overnight, use email, telephone, cellphone, smartphone or sat-phone. Has the ability to communicate almost instantly made conducting business easier or better? In particular has it made the shipmaster's job easier? From personal experience and from talking with sailing Masters, the answer is "no!"

First came the sat-phone and captains began getting calls in the middle of the night from vessel managers who did not care or could not calculate what time it was on the ship. Companies began removing radio officers from ships about the same time email was made available

to senior officers. This enabled everyone and anyone in the company to email the Master and ask (demand) information.

Next, email was made available to all members of the crew. With the removal of the radio officer, the control of communications on and off the ship fell to the master. While most onboard communication systems give the Master the ability to monitor all emails, they certainly do not have the time to ensure that all communications are acceptable or suitable. Think safety (information that could enable a terrorist event), illegal (contraband will be ready for pick up in allegedly empty container #305271), or personal/professional liability (this ship is pumping bilges over the side or the captain is drunk).

More recently, the ability to call up a ship's position on any desktop computer has lead to micro-managing and second-guessing the master. Some companies have instructed masters to slow their ship to save fuel when it is observed that they are ahead of schedule. These non-mariner managers may not take into account projected adverse weather that the ship will encounter causing the ship to fall behind schedule.

Cell phone service has been improved and virtually all crew members have cell phones. There is a law against texting and driving. There should also be a penalty for texting or talking while maneuvering a ship in the port area and during docking or undocking operations. The

genie cannot go back in the bottle, but it was certainly easier when all outgoing messages had to be approved by the master and incoming messages from the office were only sent by port captains.

CAMM moves fiscal year

On August 10, 2015, the CAMM Board of Governors (BOG) approved a by-law change which redefines CAMM's fiscal year. A $\frac{2}{3}$ majority (13 votes) was needed and the proposed change passed with 15 Ayes and 3 not voting. The fiscal year will be moved from the calendar year to the following dates: October 1 to September 30. This change was made in an effort to enable our finance committee, working with the secretary/treasurer and president, to better budget our finances.

AGM and deadlines

The Portland chapter and the National are working together to make the 2016 PDC-AGM a memorable event. See pages 2 and 12 for more details. This is an election year and the election committee, which consists of one delegate from each chapter, is now being formed. All National officer positions will be on the ballot.

All members are reminded of the following deadlines: 1) Lalonde Award nominations to the Lalonde Chair Captain Tim Brown by January 15, 2016; 2) Proposed Amendments to the

Continued on page 7 >>>

SECRETARY - TREASURER



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

Having recently completed my first anniversary as CAMM's National Secretary/Treasurer, I am finally

reaching a point where I at least have a single block purchase on the job. I have appreciated and benefited from your patience, encouragements, advice, and support as I continue to grow and improve in this job. So my thanks and gratitude goes out to you all.

New FY schedule approved for CAMM

The first important item to address is CAMM's new Fiscal Year (FY) dates, beginning on October 1st of this year (2015). CAMM's FY for 2016 will begin on October 1st, 2015 and end on Sept 30th, 2016. Subsequent fiscal years will follow these dates. This change was made after a careful review, discussion and approval by CAMM's Board of Governors (BOG) and with advice and consent from our CPAs at Honick & O'Toole Accounting Firm. Therefore, CAMM's final fiscal report for FY 2015 (which began on January 1st, and ends on September 30th) will be regarded as a "short year return" for the IRS; and our budget for 2015 will also be skewed accordingly as we make the transition to the new FY schedule.

This new FY schedule will greatly improve our ability to chart revenues and expenses, to more accurately monitor and track our budget (given the way/time our dues come in), and how/when we pay for expenses. Our annual dues collection overlapped in the old FY

schedule (65% of 2015 dues were collected in late 2014). Dues billing will continue to follow the calendar year (Jan 1 to Dec 31). You can readily appreciate how the new FY dates will avoid that discrepancy in the future.

Fiscal Report for FY 2014

As I reported briefly in the May-June edition of *Sidelights* (and with a recap of my fiscal report made at the AGM in NOLA last March), FY 2014 was financially rewarding in the sense that after all bills were paid, our deficit was minimal. Dues were the bulk of our revenue, and raffle sales generated more funds. Additional income was realized from website ads and banners and we also enjoyed significant revenue from *Sidelights* advertisers.

On the expense side, the biggest item was the publishing, printing and mailing of *Sidelights*. As reported on several previous occasions, we are striving to make *Sidelights* self-sustaining through the acquisition of new advertisements, and we have made great strides in 2015 to achieve that goal.

I have complete sets of the fiscal reports for 2014 (which ended on December 31st), along with graphic displays that were distributed to those attending the AGM in NOLA. These records are available to any CAMM member who wants to see them; please submit an email or written request and they will be promptly sent.

Fiscal Report for FY 2015

At this writing, I have submitted my fiscal report for the first half of FY 2015 (January-June) to the national presi-

dent for his review and advice from the BOG. CAMM's budget for FY 2015 was reviewed and approved by the CAMM members at the AGM in NOLA, and copies can be sent to CAMM members upon an email or written request. Since we are transitioning to a new fiscal year on October 1st, the budget for FY 2015 will be skewed as a short year return and we will make adjustments as needed. The budget for FY 2016 is being prepared and will be submitted to the BOG for their review in accordance with our Bylaws. A final and full report will be made available on the completion of this unusual short return year for FY 2015.

Membership Report

When I assumed my role as Secretary/Treasurer of CAMM last year, our membership was just under 800 active members. As I delved into CAMM's computerized Membership Administration System (MAS), I found discrepancies, specifically in the area of deaths, resignations, and terminations. Additionally there were numerous lost members who had moved and left no forwarding address or contact information. I worked to update MAS to accurately reflect our membership numbers. At the time of the AGM in NOLA this year, the CAMM roster had dropped to just below 700 active members.

I set a modest goal at the AGM in NOLA of bringing in 50 new members this year. In spite of good efforts by CAMM members (who have brought in 30 new members over the past 18 months), we are substantially behind our goal as we conclude this FY. I encourage and challenge all CAMM members to



reach out to those masters and mates who are still sailing (or who are working ashore in some capacity in the maritime industry) and to maritime professionals that you know (or have a relationship with) who may be working at port authorities, stevedore /terminal contractors, maritime related government agencies (USCG, MARAD, NOAA, MSC and others), professional maritime organizations (like PMA and PMSA), maritime labor unions for licensed officers – and convince them to join CAMM. Some of you have sons and/or daughters who have graduated from one of the maritime academies who may be actively sailing or working ashore in the maritime industry or waterfront business community, who qualify for Associate membership. Without new membership we could become like the Clipper Ships – romantically remembered, but no longer relevant. I implore you to be proactive in sponsoring new members. So I'll say it again: *we need all CAMM members to bring in at least one new member!*

Dues Status

As of this writing, 50 members are delinquent in paying their 2015 and 2014 dues. This hurts our organization and makes the monitoring and controlling of our budget difficult. According to CAMM's By-Laws, any member who is

View >>>Continued from page 5

Constitution or By-Laws should be submitted to the Constitution and By-Laws Chair Captain Patrick Moloney by January 22, 2016; and 3) Nominations of National Officers submitted to Secretary/Treasurer Captain Manny Aschemeyer by February 1, 2016.

Members are encourage to submit their Lalonde Award nominations and any proposed amendments early. Nominations for National Officers should go through chapter delegates or via the nominating process as set forth in the By-Laws, Article VI, Section 1 (b).

RJ Klein
Captain R.J. Klein

in arrears with his/her CAMM dues for three or more years is subject to termination. Unfortunately I was forced to terminate several members over the past 12 months when they failed to respond to numerous appeals. For those members who have forgotten, overlooked, procrastinated, or simply lost their dues invoices please send your full payment when you receive your 2016 due notice.

On the plus side – through a generous offer put in place by our National President, Captain RJ Klein – we have reinstated about a dozen members back to full active status after several years in arrears on paying their dues and with a terminated status in MAS. That offer still stands: pay a \$100 reinstatement fee and you'll be placed back into full active status with your CAMM membership, no matter how long you've been away from us. So if anyone knows of a delinquent or lost former member, reach out to him/her and get them back on board via CAMM's generous reinstatement offer.

The 2016 AGM/PDC in Portland, Oregon

In closing out my report, dates have been established for next year's AGM/PDC events in the Rose City - Portland,

Oregon. So mark your calendars now, and save the dates: April 20-22, 2016. More details will be forthcoming later when keynote speakers and panelists are determined and social events are organized for the members and their spouses/guests. Our National 2nd Vice President, Captain Dan Jordan, and his colleagues from CAMM's Columbia River Chapter, are working in concert with the National to organize, manage and facilitate the annual gathering of the CAMM faithful.

The conference hotel has been selected, and a contract is in place: we will be staying and meeting at the Marriott Portland City Center (noted as one of Portland's "best boutique hotels"). The hotel is newly renovated with free wi-fi and is offered at a special rate of \$165/night. This is about half the going rate at comparable hotels in Portland but we have only a limited block of rooms reserved at those low rates, so make your hotel bookings early.

Hope to see you in Portland. Until next time – smooth sailin'!

Manny Aschemeyer
Captain Manfred "Manny" Aschemeyer

CAMM Swag for Sale

\$20 Includes a set of 4 coasters, pen and 4GB USB drive

Contact Captain Manny Aschemeyer to place your order.
Price includes tax, shipping and handling.



Council Reports

1st VP Report: Government & Public Relations

Captain Joe Hartnett, #2193-R

Recently U.S. Maritime stakeholders met in New York for the “Tradewinds Jones Act Shipping Forum.” The keynote speaker was U.S. Maritime Administrator Paul “Chip” Jaenichen who strongly supported the Jones Act stating “Pilgrims did not land at Plymouth Rock, Betsy Ross did not sew or design the United States flag and the Jones Act is not responsible for the cost of gas and groceries in Hawaii, the debt in Puerto Rico or snowy roads in New Jersey.” The Maritime Administrator further explained that the Jones Act exists primarily to support national defense, not protect domestic trade.

Members of Congress returned from their summer break with a few key issues pending which are pertinent to the maritime industry. Rep. Duncan Hunter (R-CA-52) introduced a provision of the House Defense Authorization Bill which would increase the funding of all 60 ships within the Maritime Security Program by \$400,000 per vessel for fiscal year 2016, and funding of the Export-Import Bank, which requires a portion of the cargo funded to be transported aboard U.S. Flag vessels.

It is encouraging to hear that House Speaker John Boehner (R-OH-8) has supported lifting the ban on U.S. crude oil exports and Senator Lisa Murkowski (R-AK) has supported the bill in the Senate. Unfortunately, the White House stated that it is not in favor of the legislation.

I urge all CAMM members to contact Congresswoman Susan Brooks (R-IND-5) and thank her for introducing legislation which would award the Congressional Gold Medal to Merchant

Mariners who served during World War II.

Baltimore / Washington, D.C.

Captain Joe Hartnett, #2193-R

Chapter President

Congratulations to the Port of Baltimore which set a cargo record during the 2015 fiscal year ending June 30. The port moved more than 9.7 million tons of general cargo and 808,000 20-foot containers.

During a recent ship visit I met an ITF inspector aboard a vessel in the Port of Baltimore. After a brief conversation I learned that several of the crew members were owed months of back wages from the Turkish owner. Ironically, the senior officers’ wages were up to date. Sad to see that these conditions still exist among seafarers worldwide. Fortunately, when I was sailing the crew typically only complained about the food or the movies.

In July, our chapter participated in the Baltimore Maritime Exchange Annual Port Party and Shrimp Fest. This year was a pirate themed party with entertainment provided by *Pirates for Sail*. We recently attended the annual Propeller Club of Baltimore Crab Feast and will look forward to sponsoring and participating in the Propeller Club fall golf outing.

Port Everglades / Miami

Captain Paul Coan, #3021-R

Chapter President

The Miami/Port Everglades Chapter took a summer break avoiding the tropical heat. We resumed our regular meetings in September at Galuppi’s at the Pompano Beach Country Club, 1103 N. Federal Highway, Pompano Beach, FL 33062. We meet at the outside bar at 1130, lunch at 1200.

Gulf VP Report

Captain Michael Mc Cright, #2753-S

I had the honor to chair the first CAMM meeting aboard California Maritime Academy’s *TRAINING SHIP GOLDEN BEAR*. We discussed the ideas, meaning and mentoring possibilities behind CAMM and student chapters at California Maritime Academy and Texas Maritime Academy.

All in all, was a good first meeting (this century?) aboard the *TS GOLDEN BEAR*. True, we could have had a better turnout. This is our first *TSGB* effort. The cadets from both academies are quite busy studying for their Third Officer Deck and Engine exams, so study is first, other activities are voluntary and not meant to interfere with the learning process, rather to compliment the overall process.

TMA Cadets Marwan Afify, Nix Baylor and Justin Cody attended the meeting along with Ms. Tammy Lobaugh (TMA Executive Director for Operations and Administration), Jack Dougherty, John Rodgers, and Captain Scott Hamilton.

Recent (2012) developments of the USA Gulf of Mexico (GOM) production of crude oil by Petrobras America were discussed. The *BW PIONEER* was the first (of many?) floating production storage and offloading (FPSO) vessels approved for use in the USA GOM. Petrobras, the state National Oil Company of Brazil, is the sole operator of the oil fields though its U.S. subsidiary Petrobras Americas. The USCG and other government agencies have worked closely with Petrobras Americas in order to achieve the first FPSO in the GOM.

True, the FPSO *BW PIONEER* is not required to have an American Flag at this time, based on existing regulations. Another InterOil Company (IOC) partner of Petrobras Americas reportedly had done a risk analysis of their invest-

ments in the GOM, and based on their risk assessments, they then sold their remaining shares in their GOM various holdings to other IOC partners, including Petrobras Americas. However the two USA flagged Jones Act dedicated shuttle tankers, the *OVERSEAS CASCADE* and the *OVERSEAS CHINOOK*, were purpose built for the Petrobras Americas long term chartered *BW PIONEER* FPSO (80,000 bpd production long term goal). These are owned and operated by Overseas Shipholding Group USA (OSG) on long-term charter to Petrobras Americas.

Up to today (July 27, 2015), the safe and efficient operation of the *BW PIONEER* and its USA flagged owned and operated shuttle tankers is a compliment to the close working relationship between Petrobras Americas, the USCG, Bureau of Safety and Environmental Enforcement (BSEE), and OSG. OSG's well-run Shuttle Tanker (ST) ships are manned top to bottom with all American merchant mariners, as required by the USCG. True, there are some exceptions to the citizenship specific requirements; however that was not the focus of this meeting and discussion.

While at a recent FPSO conference in Galveston, Texas, I asked what the proposed dry-dock schedule was for the FPSO *BW PIONEER*. No one had really discussed that specific issue, or had an answer. This will have to be dealt with on a regular (annual), 5-year and further long-range basis. It is my understanding per classification societies, and past *Best Practices* it is possible (and has been done) to perform in-water class survey and repairs (including hot work) on a FPSO while in full operating status, on a case by case basis.

New Orleans

CE Horace George, #3223-A
Chapter Secretary

The September meeting of CAMM was held at The Port Ministry Center of the Global Maritime Ministries, hosted by Chaplain Phil Vandercook, on September 3, 2015.

This was the first meeting following the summer pause. Chapter dues of \$15 is now due. The luncheon was prepared and served by the volunteers who work with the Mission. There will be no charge for the meal, but members are urged to make a donation to the chapter and the chapter will then make a donation to the center.

We remembered Captains Conti and Grusich who passed away in July of this year.

Chaplain Phil Vandercook brought us up to date regarding current port ministry work in NOLA. Our main speaker for the meeting was Mr. James Baldwin from the Coastal Cargo Group. He discussed port activities and plans for the future, including Avondale Shipyard, followed by a Q&A session.

Please note that due to conflict with another local event (cruise ship arrival) at the hosting facility, the October NOLA CAMM monthly meeting has been rescheduled to the 3rd Thursday of the month, October 15th.

Houston

Captain Michael Mc Cright, #2753-S
Chapter President

Please refer to Gulf VP report.

South Pacific VP Report

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

Please refer to San Francisco report.

Los Angeles / Long Beach

Captain Dave Boatner, #2162-R
Chapter President

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

San Francisco Bay Area

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

During the month of July I met with Captain Tuuli Messer-Bookman, a professor at the California Maritime Academy, in regards to the establishment of a cadet chapter at CMA. Captain Messer-Bookman informed me that all deck cadets are involved in various activities related to their future professions

Continued on next page >>>

Captain Adrian De Boer celebrates 100th birthday



PHOTO: COURTESY BOB PHILLIPS

Lifetime member Captain Adrian De Boer (#1203-R) celebrated his 100th birthday on June 28, 2015 with a group of his New Orleans CAMM friends: Captain Andrew Stegan, Captain Bob Phillips, Mr. Juan Barona, Ch.Engr. Horace George, the Honoree—Captain Adrian De Boer, Margie Guice (who hosted the party at her Slidell home) and Elroy Hartmen.

Council >>>Continued from page 9
 at about 70 hours per week. Captain Messer-Bookman thinks that some cadets would be very interested if they could do research for CAMM on various subjects concerning the maritime industry. This means that the SFBA Chapter of CAMM would meet at the CMA cafeteria every other month. Our chapter seeks suggestions from other CAMM chapters.

The Chapter resumed monthly meetings at the Nantucket Restaurant in Crockett on August 4th, with attitude adjustment at 1130, followed by a business meeting at noon. Lo and behold, again, we had a chapter quorum. Captain Ehrling Carlsen made a motion to donate \$500 to the Marine Mammal Center in Sausalito. This is money bequeathed to the San Francisco Chapter.

The Marine Mammal Rescue graciously invited the SFBA Chapter members and their significant others for a guided tour of their center on October 6th, coinciding with the chapter's regular meeting date. Any pictures taken at the rescue center will be forwarded for future printing in *Sidelights*.

Dear CAMM,

Letters

Please share your comments, perspectives and opinions on articles and subjects published in *Sidelights* by writing a "Letter to the Editor". Email letters to sidelights@mastermariner.org or mail to: *Sidelights* Editor, 4675 144th PL SE, Bellevue, WA, 98006. If there is a particular issue of concern you would like to see addressed or if you have an article for publication please email to sidelights@mastermariner.org.

— *Sidelights* Editorial Team

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New Members

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

- 3371-A Captain **James "Kip" Louttit** of Rancho Palos Verdes, Calif.
Marine Exchange of SoCal, USCG (Ret.)
 Sponsored by Captain Manny Aschemeyer #1548-R
- 3381-R Captain **Brian O'Hanlon** of Keller, Texas
Master, OCEAN FREEDOM, Crowley
 Sponsored by Captain Eduardo Sica #2801-R
- 3382-R Captain **Logan Phillips** of East Islip, New York
Master, M/V Ocean Charger, Crowley
 Sponsored by Captain Andrew Triandafilou #2025-R
- 3383-RP Captain **George Quick** of Jarrettsville, Maryland
IOPMMP&P, VP Pilot Membership Group
 Upgrade from Honorary Membership
- 3384-A Captain **Kushroo Fitter** of Huntington Beach, Calif.
Maritime Consultant
 Sponsored by Captain Manny Aschemeyer #1548-R
- 3385-A Captain **Vijay Singh** of Punjab, India
Univan Ship Management, Ltd.
 Sponsored by Captain Manny Aschemeyer #1548-R

Congratulations! Members upgraded to Lifetime Status

- 317-L Captain **Douglas R. Smith** of Richmond Hill, NY
- 935-L Captain **Joe Itson** of Villa Park, Calif.
- 2513-L Captain **Arthur Jensen** of Ponte Vedra, Florida

Welcome Back, Reinstated Members

- 935-R Captain **Joe Itson** of Villa Park, Calif.
- 1553-R Captain **Petro Kurkimillis** of Fort Meyers, Florida
- 2031-R Captain **Eddie Barr** of St. Petersburg, Florida
- 2201-R Captain **Joseph Bridges** of New Orleans, La.
- 2348-R Captain **Paul M. Washburn** of Jacksonville, Florida
- 2871-R Captain **Sherri Hickman** of Pasadena, Texas
- 3045-R Captain **Max Lee Kelly** of San Francisco, Calif.

Triple our Membership Drive

Sponsor 3 approved new members and be eligible to earn a free year's membership dues! Ask your Chapter President for more details. Membership applications are available online at www.mastermariner.org. Please remember applicants must include a copy of their current U.S.C.G. License for timely processing.



At the 8th Annual Bob Magee Charity Golf Tournament, Captain RJ Klein points the way with misty Mt. Si in the background.



PHOTO: DOUG SUBCLEFF

CAMM - YMTA scholarship recipient Alyssa Scott with parents Jim & Denise Scott and Captain RJ Klein.

Seattle / PNW

Captain Douglas Subcleff, #2329-R
Chapter Secretary

The Seattle PNW Chapter's summer field trip was held on July 9th aboard Captain Mel Flavel's vintage 60-foot long motor yacht, *CAPELLA*. Mel and his wife Ellen graciously hosted the group of 20 chapter members, spouses and friends with a mid-day tour of Lake Union and Lake Washington. Captain Don Moore and wife Jackie helped out by coordinating box lunches for everyone. This special voyage also provided the opportunity to honor the memory of Honorary Life Member, Richard Berg, who recently passed. Captain Don Moore spoke in tribute of his distinguished career, which included General Manager of the Washington State Ferries. Chapter President Captain RJ Klein concluded the tribute with a striking of eight bells on the yacht *CAPELLA*'s bell. Captain Mel, a retired Puget Sound Pilot, then displayed his excellent boat-handling skills with a safe return to the mooring slip on the west shore of Lake Union.

Our August 18th Chapter meeting was held at the usual location of McCormick & Schmick's Lake Union. A total of 18 were in attendance, including Dr. Gary Stauffer, former President of the Youth Maritime Training Association (YMTA). Gary, who has been assisting Puget Sound Maritime with the assimilation of YMTA into their organization, was at our meeting to introduce one of the six

YMTA scholarship winners. The winner of the 2015 CAMM Seattle Chapter-sponsored \$5,000 scholarship is Alyssa Scott. Alyssa, a graduate of the Ocean Research College Academy, plans to attend the University of Washington and will major in marine sciences. She gave a brief presentation about her research project that included a detailed study of Snohomish River otter scat. Alyssa and her parents, Jim and Denise Scott, all expressed their appreciation to CAMM Seattle and YMTA for the educational financial support.

On Thursday, September 3rd, the eighth annual charity golf tournament was hosted by the CAMM Seattle Chapter to raise money for the benefit of YMTA. This year a total of 72 golfers participated in this Bob Magee Memorial event at Mt. Si Golf Course. Many maritime professional organizations are sponsors, including TOTE Maritime, Foss, Compass Courses

Maritime Training, IOMM&P union, Westwood Shipping Lines, Crowley, Matson, Puget Sound Pilots and many more. Chapter President Captain RJ Klein has organized and managed this event every year and is helped with volunteers from CAMM Seattle and YMTA. Over \$50,000 has been raised in the first seven years, with much of that going to provide college scholarship money to students planning a maritime career, such as Alyssa Scott.

Our September 10th meeting had a great turnout of 18 to hear chapter member Captain Georg Pedersen talk about his recently published memoir, *My 48 Years At Sea: From Deck Boy in Denmark to Captain in America*. Georg described how he arrived at the decision to write the story of his remarkable maritime career that included working on 62 different ships visiting 173 ports in 73 countries. He then shared a few of those memorable sea stories, keeping everyone's attention with riveting and often hilarious tales of his adventures on the high seas and ports of call. Georg also brought extra copies of his book to sign and sell. His book can be found on the amazon website.

Our next meeting will be our annual Maritime Person of the Year banquet on Thursday, October 8th at McCormick & Schmick's Lake Union restaurant. The 2015 honoree will be Captain John Cox, CEO of Black Ball Ferry Line and long-time member of the CAMM Seattle Chapter. ☆



PHOTO: DOUG SUBCLEFF

CAMM SPNW on the fantail of Captain Mel Flavel's *CAPELLA* in the Lake Washington Ship Canal Montlake Cut: Lisa Hunziker, Capt. Bill Bundren, Capt. Don Moore, Capt. RJ Klein, Capt. Cal Hunziker, Capt. Peter Chelemdos, Capt. Georg Pedersen, Nina Pedersen.

"Maintaining a Viable American Merchant Marine in the 21st Century"



Charting the Course for CAMM's 2016 Annual General Meeting April 20-22, Portland, Oregon

Venue & Registration

Marriott Portland City Center, 520 SW Broadway, Portland OR, 97205. Registration will open later this fall.

Accommodations

CAMM has blocked space at the Marriott Portland City Center for \$165/night, plus taxes and fees, April 17-26 when booked no later than March 23, 2016. Follow the link from CAMM's website to book your reservation.

2016-2018 Slate of Officers

The election committee, which consists of one delegate from each chapter, is now being formed. All National Officers positions will be on the ballot. Nominations for National Officers should go through chapter delegates or via the nominating process as set forth in the By-Laws, Article VI, Section 1 (b). The nominations committee must submit a slate of vetted candidates to Secretary/Treasurer Captain Manny Aschemeyer by February 1, 2016.

Constitution and By-Laws Amendments

Proposed Amendments are to be submitted to the Constitution and By-Laws Chair Captain Patrick Moloney (captmoloney@mastermariner.org) by January 22, 2016.

2016 LALONDE SPIRIT OF THE SEAS



Nominations now open!

Captain Tim Brown, Chairman of the Lalonde Committee, is now accepting nominations for the 2016 Lalonde Award. Nominations should be mailed or emailed to Captain Tim Brown. The form and instructions for submitting same are available on CAMM's website. Nominations must be postmarked or emailed no later than January 15th, 2016. Now is the time to think about submitting your nomination for the award— before the holiday seasons overtakes you and the deadline passes!

Nominations are open to any member in good standing, with all the following attributes: humanitarianism, professionalism, seamanship, life-time achievements and noteworthy accomplishments, along with contributions to the maritime industry and the 'Spirit of the Seas' in their everyday lives. An eligible nominee may be a member in any category of the CAMM National Membership. For an application and information concerning mail and email addresses, guidelines and rules, go to the CAMM website or contact your chapter president or regional vice president. ☆

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Sponsorships Available for 2016 CAMM AGM in Portland, Oregon

Commodore Level - \$2000

- 6-ft space for promotional table and display
- 4 tickets to closing dinner with dinner name card
- Priority logo placements

Captain Level - \$1000

- 6-ft space for promotional table and display
- 2 tickets to closing dinner

Staff Captain Level - \$500

- Logo recognition

Contributor Level - \$100

- Name recognition

Recognition of Sponsors

Logos and recognition will be displayed at all event promotions to best show the sponsor's participation. Logo/recognition will be displayed in *Sidelights*, on the CAMM website, event programs, any advertising brochures/flyers and at the sponsored events.

Please see website for further details.

Welcome Kit Items

Any company or individual wishing to donate an item for the welcome kit will be given recognition during the event.

Closing Dinner Table- \$750

- 4 tickets to closing dinner with logo namecard on centerpiece

PDC Evening Social - \$500

- Logo/Banner display at event
- 2 tickets to event

Hospitality Suite- \$500/night

- Logo/Banner displayed in suite
- Logo Recognitions
- All 3 nights for \$1000

Meeting Breaks- \$200/break

- Namecard & logo at sponsored set-up
- Name recognition

www.mastermariner.org/2016pdc-agm

CAMM booth at



By Captain Manny Aschemeyer, #1548-R

As reported in the last edition of *Sidelights*, CAMM participated as an exhibitor and sponsoring organization at the Maritime Security 2015 East held in Jacksonville, Florida, last March. CAMM's presence was profitable as it resulted in new advertisements for *Sidelights* and a general interest in and recognition for CAMM.

With that successful experience CAMM agreed to participate and promote the Maritime Security 2015 West in San Diego in August. In return for our role as a sponsoring organization, CAMM was given favorable booth space in the exhibit area and a substantial discount was offered to CAMM members who wanted to attend.

The event was held at the Paradise Point Resort overlooking Mission Bay in San Diego. CAMM enjoyed excellent exposure with over 200 attendees and more than 40 exhibitors. Representatives came from around the United States and overseas, including Turkey, Dubai, and the U.K. Senior port officials, maritime industry executives, law enforcement leaders (sheriff, port police, CHP), gov-

ernment agencies (MARAD, DoD, DHS, FBI, CBP and ICE), academia, Marine Exchange of SoCal, and the military (USCG and USN) were represented at this conference. The keynote speeches, principal presentations, active on water demonstrations, tours and briefings offered by the Port of San Diego. The panelists' discussions were all timely, pertinent and interesting.

CAMM's booth was manned by the National Secretary/Treasurer, Captain Manny Aschemeyer (#1548-R) and Captain George N. Zeluff, Jr. (#2530-R), with Captain Kevin McHugh (#2586-R) also in attendance. CAMM's display stand was a popular place – we passed out copies of *Sidelights*, media kits, membership applications, and several giveaway items to those who stopped

by to learn about CAMM as an organization and our objectives and goals.

The next Maritime Security event will be held in Norfolk, Virginia, in March of 2016 and CAMM has been asked to continue its role as a sponsoring organization. The offer includes favorable booth space and two free passes plus discounts for CAMM members wishing to attend. We will be able to continue introducing CAMM and its mission to this segment of the maritime industry. ☆

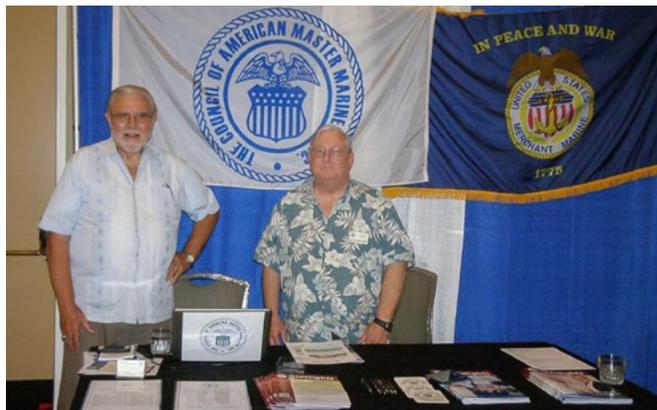


PHOTO: COURTESY MANNY ASICHEMEYER

CAMM booth space at Maritime Security 2015 West in San Diego. National Secretary/Treasurer, Captain Manny Aschemeyer (#1548-R), and Captain George N. Zeluff, Jr. (#2530-R).

CAMM Seattle golfer drives a Hole in One for \$5,000!



PHOTO: CHUCK LUND

By Captain Doug Subcleff, #2329-R

For golfer Jackie Moore, an experience of a lifetime—a Hole in One! For the Bob Magee Memorial Charity Golf Tournament, this was history in the making at the scenic Mt. Si Golf Course in Snoqualmie, Washington.

Not only was this the first Hole in One in eight years of this tournament, it was made on Hole #8, the official, promotional Grand Prize \$5,000 Hole in One hole, sponsored by tournament Gold Sponsor, TOTE Maritime. Before Jackie stepped up to the tee, for her first swing of the day, 455 golfers had tried to win the grand prize since 2008— with one good swing Jackie showed how it was done.

A trio of volunteers from the Youth Maritime Training Association and Captain

Charles Lund, the official Hole #8 witness, watched as Jackie Moore pulled out her driver and hit her ball. The other members of her 4-some team: husband Captain Donald Moore, and Kaare & Barbara Ogaard, stared in disbelief as Jackie's ball flew, then bounced and rolled right into the cup.

It is very fitting that Jackie Moore was that lucky, nay skilled, golfer to hit the Hole in One. Not only has she been a regular participant in this charity event, she has also been a tireless volunteer for many CAMM Seattle PNW Chapter functions. Her husband, Captain Donald Moore, was recently re-elected as Seattle Chapter Treasurer and previously served as CAMM National Secretary/Treasurer. ☆

Can a Sailor be a Saint?



by Father
Sinclair Oubre
CAMM Chaplain
#3220-A

This may sound to some the most oxymoronic phrase of the week. So many folks, because of their prejudices or understanding of whom a seafarer is,

would immediately respond in the negative.

A major motivation for 19th century Christian

seafarer missions was to save mariners from their sinful lives. The goal of the port chaplain seemed to be to morally clean up seafarers just enough so that they would not automatically go to hell.

However, I do believe that we have a U.S. merchant mariner, who truly can be held up as a man of great faith, a servant of God, and even possibly, a saint.

Some of you may have known, or even sailed with Captain Leonard LaRue. In 2000, Bill Gilbert chronicled Captain LaRue's life in the book, *Ship of Miracles*. In 2011, RJ McHatton produced a one-hour documentary about Captain LaRue, and the *MEREDITH VICTORY* (www.shipofmiracles.com)

In a nutshell, Captain LaRue was the master of the Moore-McCormack Lines *S/S MEREDITH VICTORY*. He received orders from the Military Sea Transportation Service to sail for the besieged port of Hungnam in northeast Korea. There, retreating U.S. military forces, their equipment, and 100,000 Korean refugees hoped for rescue as Chinese forces closed in.

EK Bryan, who was my bosun on the *S/S CAPE CHALMERS* (formerly the *ADABELLE LYKES*), was a young seafarer on the *S/S ROBIN GREY* at Hungnam. He described the situation to me this way:

"While they were loading (the *ROBIN GREY*), the battleship *MISSOURI* was offshore and blasting away at the mountain which the Chinese troops were descending from into the city. There were so many Chinese troops that they looked like a continuous line of ants circling the mountain as they descended."

Like the *ROBIN GREY*, the *MEREDITH VICTORY* was one of the final ships in the evacuation. However, at this point, there were still more than 14,000 refugees on the beach, with the Chinese forces pushing at the city limits. Captain LaRue gave the order to discharge the military cargo that he had loaded, and by using the ship's booms and makeshift elevators, he loaded the remaining refugees, more than 14,000.

On December 23, 1950, the *MEREDITH VICTORY* sailed from Hungnam for Pusan. The ship arrived off Pusan on Christmas Day, and then was directed to Koje Island, where the refugees were discharged.

Over the three-day voyage, in spite of not having food or water, and facing the Korean winter, all those embarked at Hungnam debarked, with the

addition of three new infants, who were born on the voyage.

Captain LaRue remained the master of *MEREDITH VICTORY* until she was decommissioned in 1952. Always being a religious man, (editor: Gilbert records that Captain LaRue went to Mass in California the morning he began his fateful voyage.) he joined the Benedictine abbey of St. Paul in Newton, New Jersey in 1954, and lived the rest of his life as a Benedictine brother until his death in 2001.

Continued on next page >>>

The screenshot shows the website for "Ship of Miracles". At the top, there are several book covers for "SHIP OF MIRACLES". Below that is a navigation menu with links: Home, The Book, The Author, The Documentary, The Director, Meredith Victory, Captain LaRue, The Crew, The Refugees, Articles, Chosin Few, Korean War, Pictures, Breaking News, and Contact. A featured section titled "'Ship of Miracles' documentary film by RJ McHatton" includes a quote: "I think often of that voyage. I think of how such a small vessel was able to hold so many persons and surmount endless perils without harm to a soul. And, as I think, the clear, unmistakable message comes to me that on that Christmastide, in the bleak and bitter waters off the shores of Korea, God's own hand was at the helm of my ship." Below the quote is a photo of Captain Leonard LaRue in a naval uniform. At the bottom of the screenshot, there is a caption: "R. J. McHatton's Ship of Miracles website quotes Captain Leonard LaRue on his experience of the rescue, along with a photo. www.shipofmiracles.com"

CAPTAIN RICHARD J. CONTI #663-L



Captain Conti passed away peacefully at home on July 15, 2015. He was 89 years of age. He was living with his daughter in Kenner, La, at the time of his death. Captain Conti had been a faithful member of CAMM for nearly 60 years. Captain Conti was granted Lifetime member status last April and he proudly displayed his new CAMM "Life Member" certificate on the wall for all to see.

Richard served in the United States Navy, and was a World War II combat veteran. After his service in the Navy, he enlisted in the merchant marines where he was a Master mariner. He sailed with Lykes Brothers Steamship Company and retired after 44 years of service. Richard was an avid horseman and enjoyed the sport of Thoroughbred racing. His travels throughout the world resulted in a man of vast and uncommon knowledge. His gentleness and love for his family will be greatly missed.

In lieu of flowers, donations may be made to the Wounded Warrior Project, www.woundedwarriorproject.org.

CAPTAIN PAUL MARTIN POLIAK #2160-A



Captain Poliak passed away peacefully at the age of 95 on September 11, 2015 after a short illness. He was an active member of the Seattle Chapter and well known in the Puget Sound maritime community. He was a charter season ticket holder for both the Seattle Mariners and Seahawks, raising the flag for the Seahawks as the 12th man on 12-12-12 and attending the Super Bowl this year in Phoenix.

Paul was born in Monaca, Penn., one of seven children and the son of Slovakian immigrants. He graduated from the U.S. Merchant Marine Academy at Kings Point in 1944. During World War II, he served on ships that patrolled the waters between Washington and Alaska and earned an endorsement

as Pilot for the Inland Waters of Alaska. He was commissioned an Ensign in the U.S. Naval Reserve and obtained his Unlimited Mates License. Immediately after the war, Paul served as an officer on a variety of commercial vessels that sailed up and down the West Coast as well as a marine cargo surveyor.

In 1948 he studied at the University of California, Berkeley, and received his law degree from the University of California, Hastings School of Law. Paul parlayed his naval experience and love of the sea into a career as a maritime lawyer in Seattle, where he practiced for over 50 years. He worked at a number of law firms and became a founding partner of Madden, Poliak, MacDougall and Williamson.

He will be deeply missed by his family, friends and all who were lucky enough to spend any time with him. He is survived by his beloved wife of 59 years, Joan Poliak, his three children, two grandchildren and numerous nieces and nephews.

Memorial contributions made be made to the Puget Sound Maritime Historical Society, PO Box 81142, Seattle, WA 98108.

CAPTAIN WILFRED "BILL" GRUSICH, JR. #2588-RP

Captain Bill Grusich, Jr. passed away on Tuesday, July 7, 2015 in Covington, La. He was seated as the youngest pilot of the Crescent River Port Pilots Association on September 20, 1957 until his retirement in August of 1996. He was a co-founder of the Maritime Navigation and Safety Association, a member of the Petroleum Club, The Plimsol Club, the Propeller Club and the Port Safety Council. Bill became a member of the Southern Yacht Club in 1947, where he reigned as King Neptune at the 2014 Bards of the Bilges Ball. He had been affiliated with the CAMM's NOLA Chapter for many years.

Bill is survived by his wife Carol of 33 years, seven children and 13 grandchildren. In lieu of flowers, donations may be made in his name to Jesuit High School, www.jesuitnola.org, or a charity of your choice. ☆

Oubre >>>Continued from page 14

Just before his death, St. Paul Abbey was in severe decline because of an aging community, and a lack of new vocations. In 2000, Archabbot Jeremias Schroeder from Germany asked Father Kim, the administrator of Waegwan Abbey in South Korea, if he would be willing to help save St. Paul's. On October 12, 2001, two days after Father Kim accepted the mission, Brother Marinus Leonard P. LaRue died at St. Paul's, at the age of 87. (www.moore-mccormack.com/Cargo-Liners/Meredith-Victory-1.htm)

Today, St. Paul Abbey has been rejuvenated with Korean Benedictine monks. One cannot help but see God's grace at work, the man who saved so many

Koreans, would have his own monastery saved by Koreans fifty years later.

There are some initial discussions taking place about putting forward Captain LaRue's cause. However, for this effort to progress, interviews and the collecting of stories from people who knew Captain LaRue, and actively praying for his cause will be essential. I extend an invitation to my fellow CAMM members who sailed with Captain LaRue, or have knowledge of him, to drop me a note.

In the mean time, we can pray for his cause, with the hope, that when we die, and stand before the gates of heaven, Captain LaRue will already be in heaven, and putting in a good word for us sailors. ☆

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Schoolship Training



by Captain
Samuel R. Pecota,
#3204-R

This article first
appeared in *Seaways*,
October 2014

There has long been a debate over the merits of dedicated schoolship training against a cadetship onboard commercial vessels. Captain Sam Pecota looks at the strengths and weaknesses of both sides

ing community over the effectiveness of undergraduate cadet training aboard dedicated schoolships. Advocates of such a training regime argue that the intensive and highly structured instruction delivered aboard these vessels is superior to the haphazard and uneven learning environment that cadets can experience when placed aboard actual commercial vessels. Those on the other side of the argument point out that the very limited amount of bridge and engine room watchstanding opportunities available to cadets aboard training ships (some carrying 600-700 students at any one time) is patently inadequate. As someone who was a product of a solely commercial cadet shipping program (Kings Point) and who has, over the last 13 years, served as instructor, watch officer and Master of the California Maritime Academy's Training Ship *GOLDEN BEAR*, I feel (immodestly perhaps) that I am uniquely qualified to weigh in on the schoolship debate.

Advantages of schoolships

In general, cadets shipped on schoolships, whether those vessels are purpose built as in Japan and Korea or converted from another vessel type as in the USA, receive training and

There is an ongoing debate in the maritime education and training competency assessments from experienced instructors or carefully selected adjuncts hired on a temporary basis for the duration of the training cruise. On Cal Maritime's *GOLDEN BEAR*, instructors administer a very detailed, comprehensive training program that has been painstakingly developed over many years by senior members of the Cal Maritime Marine Transportation (MT) and Marine Engineering Technology (MET) departments. For the deck cadets there are two rotations through the five training modules of watchstanding, daywork, practical training, professional training and simulation training. (The *GOLDEN BEAR* is the only schoolship in the world to have a Transas full-mission simulator installed aboard the vessel in addition to ten part-task radar and ECDIS simulators and a Kongsberg Diesel Simulator for the engineering students.) The two 60-day long training cruises that every MT and MET cadet must pass successfully are an integral part of their four-year maritime education. Many STCW assessments are completed during these cruises. All cadets are kept busy every day at sea learning, performing and demonstrating competence in almost all the tasks that their seagoing profession demands. The schoolship experience at Cal Maritime is about much more than merely the collection of seamore required to receive a marine license.

Advantages of commercial training

Before I joined the Cal Maritime faculty in 2001, I believed that my own sea training as a Kings Point midshipman in the late 1970s was unquestionably far superior to what was offered aboard the schoolships of the state academies. How could their 180 days on a single schoolship compare with my 300+ actual sea days on four different large commercial vessels? There were only two KP cadets assigned to each commercial ship

Completing my whole allotment of sea days aboard four separate vessels with vastly different equipment and operating methods was invaluable to my maritime education.

verses the hundreds of state academy cadets packed aboard each schoolship. It seemed obvious to me that with so many students on each ship, the opportunities to learn by doing or even by observing must have been very limited. But I had no idea then that the schoolship training system was actually much more efficient than my sea training due to the highly structured nature of the training aboard the state academy vessels. I needed those extra days at sea to hone the required navigational and deck skills because I was essentially in charge



of my own learning. I had great mentors in the many fine officers I served under on those four ships, but they were not professional instructors. Nevertheless, I feel that completing my whole allotment of sea days aboard four separate vessels with vastly different equipment and operating methods was invaluable to my maritime education. If nothing else, the nearly one thousand hours spent watchstanding on those four bridges as a midshipman must have had an impact. It would have been almost impossible not to learn something useful during that amount of time.

Disadvantages of schoolships

The biggest weakness of schoolships has already been identified – the sheer number of students crammed aboard each vessel. Even with the best, most sophisticated training program, it is possible, even probable, that there will be some students who will fall through the cracks.

Because there are so few chances to assess competency in some areas (such as watchstanding), some will not have their deficiencies exposed until it is too late to remedy. Others choose not to engage in their training and spend the entire cruise figuring out how to avoid work. (On commercial ships with a crew of around 20 and only two cadets, hiding is much more difficult!) Still others have the idea that their short time allowed ashore on liberty should be spent engaging in one frenzied bacchanal. At best, they return to the ship so inebriated that they cannot report for duty in the morning and forfeit liberty for the remainder of cruise; at worst, they get into trouble with the law and the captain has to bail them out of jail and send them home. (Yes, it happens.)

Disadvantages of commercial training

The lack of structure and inconsistent training opportunities from ship to ship are the two most problematic areas

of training cadets aboard commercial ships. A written sea project for the cadet to complete and turn in for a grade at the end of Sea Year is certainly a helpful form of guidance, but it cannot replace real-time instruction from a MET professional. Even the U.S. Coast Guard has tacitly recognized this fact; the National Maritime Center grants a day and a half seetime credit for each day a cadet spends aboard a schoolship during sea training. Time spent aboard a commercial ship is only counted on a day for day basis. During my own sea training days over 35 years ago, I know that I learned much on some ships, less on others. My training opportunities were not consistent primarily because the officers and crew aboard the vessels had different ideas about how or even if they should interact with the cadets. This problem is just as prevalent today.

I still get reports back from some of my students to the effect that ‘...if being a ship’s officer consists only of cleaning

Continued on next page >>>

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Schoolships >>>Continued from page 17 toilets, chipping rust, and greasing wire rope, then I am more than ready? That sort of training disaster is not to be found aboard the properly run schoolship.

We need both. So which form of cadet training is the best? Overall, both seem to produce reasonably competent individuals to man our merchant fleets.

No system is perfect however; rogues and scoundrels continue to slip through and cause problems for the industry. But is that the fault of the training system in question? I think not. Each training regime has its strengths and weaknesses as described above. The weaknesses can and should be mitigated whenever possible. For example, as the number of cadets shipped aboard the *GOLDEN BEAR* continued to rise through the 1990s and into this century, Cal Maritime first added another cruise period during each summer, thus doubling the capacity of cadets we could accommodate. When the number of students continued to rise, the training program was vastly modified, adding two more modules and a \$3 million training bridge with full mission simulator. For commercial ship training programs, those types of fixes are not possible.

Indeed, with the continued decline of the U.S. deep-water commercial fleet, any sort of improvement in cadet training on U.S. commercial vessels looks doubtful. Perhaps the answer will be a compromise program involving equal amounts of training for every cadet on both schoolships and commercial ships. Then the debate will end. Both sea training systems will continue to be used for every cadet well into the future because there will be no other choice.

Schoolship Success Stories

In August 2003, I was serving as watch officer aboard the *GOLDEN BEAR* nearing

the end of our cruise to South America. We were heading north off the Mexican coast some 90 miles offshore. I asked the cadet on watch with me to fix our position without GPS (in fact the captain had switched it off a few days earlier) using radar alone as we approached the coast. The cadet had been a student in my radar course the previous year. Without my prompting, he used the radar range formula and chart inspection to identify several volcanic mountains 70-80 miles away. I had taught him to do that as part of the radar navigation section of my class and he had remembered.

His calculated position was within 0.3 mi of our actual position. (I had another GPS receiver hidden in the chartroom.) It was a great moment for me as an instructor.

On a later cruise, the ship was transiting up the Sacramento River and Deep Water Ship Channel for an overnight stay at the Port of Sacramento. The pilot



Cal Maritime's Training Ship Golden Bear.

(a former Cal Maritime cadet himself) allowed the cadet on watch to pilot the vessel entirely by himself for four hours with never a word of advice. It was as fine an example of shiphandling as I had seen by such an inexperienced mariner up to that point. That cadet too was a former student of mine. I thought perhaps it was somewhat of a fluke until this year's cruise when another student accomplished a similar feat, this time

piloting the vessel inbound from the San Francisco Sea Buoy 45 miles up the Bay to Cal Maritime. In that instance the pilot gave the student some advice as we approached the San Rafael Bridge but only took over when we were a mile from the dock. It was another amazing performance from a cadet with no shiphandling experience. I have to conclude that as an training institution, we must be doing something right!

Commercial Ship Success Stories

First hand accounts of outstanding Cal Maritime cadets on commercial ships are not available, of course, since there are no instructors aboard. However, during my tenure as Marine Transportation Department Chair, I received many glowing reports from commercial ship captains and chief mates praising the knowledge, attitude and abilities of our cadets. To be sure, there was the occasional negative comment as well, but they were rare.

I still remember a particularly proud moment from my cadet days. While approaching Cape Flattery from sea, I nailed a meridian altitude (0.1 mile error) and the third mate rewarded me by letting me pilot the 600' breakbulk right up to the Port Angeles pilot station while he stood on the bridgeway and chatted with some passengers. (Completely eclipsed by the Cal Maritime cadets'

piloting described above, much to my chagrin!) I imagine that many similar performances are still happening out there today, mostly unheralded. ☆

Captain Sam Pecota has been on faculty at Cal Maritime since 2001. He currently serves as the Interim Academic Dean, Director of Simulation, and Relief Master of the Training Ship GOLDEN BEAR.

Check Lists: Just Who is Checking?



Maritime Executive
September 2, 2014
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permission

The Confidential Hazardous Incident Reporting Programme (CHIRP) has received three reports of

hazardous occurrences each of these would have been avoided fault first occurred after the liquid in the magnetic compass was replaced. The alarm sounded at all times and was routinely canceled by each OOW; nobody read the instruction manual to find out how to correct the fault. The incoming master read the manual and soon identified the fault; the sensor light had been fitted 180 degrees out of line.

CHIRP Comment

The danger of not identifying the cause of equipment malfunctions and therefore unwilling to fix the problem, or not making good damaged or missing navigation equipment, cannot be under-



PHOTO: U.S. NAVY MASS COMMUNICATION SPECIALIST 3RD JONATHAN SNYDER

A U.S. Navy Seaman lowers day shapes: Ball, Diamond, Ball signaling the end of restricted maneuvering.

stated. Pre-sailing checks of the bridge equipment and the internal bridge safety audits are put in place for very valid reasons.

Seafarers should be aware; adopting

a 'tick box' approach to safety checks carries a high risk to the safety of all on board the ship. It is suggested that a formal system of recorded follow up to any identified issues from pre sailing checks is put in place. In addition, a comprehensive cross check of all bridge equipment should be carried out on a regular basis, by another officer to those carrying out pre sailing checks, to provide for a level of backup to avoid complacency.

One avenue for reporting or near misses that is open to all seafarers, wherever there are in the world, is the Confidential Hazardous Incident Reporting Programme (CHIRP). The organization's role is to investigate hazardous occurrences, seek out root causes, identify lessons learned and to consider how best this information can be used to prevent re-occurrence elsewhere in the maritime industry. CHIRP does not seek to apportion blame to any company or individual(s). The term 'whistle-blowing' is not one used in CHIRP as that is often used to cast blame on an organization or an individual.

A report can be generated either online (through a secure website), as a written report (via post/FreePost), or by telephone to the Charitable Trust's office in Farnborough, England. Reports come from professional and amateur participants in the maritime sector and upon receipt, all reports are validated by Captain John Rose, director (maritime).

☆

if the bridge team had completed their own onboard checklists in a vigilant manner and not adopted a 'tick box' mentality to their own inspection routines.

1. The ship's bell had been missing for several months but it was only noticed when the ship was preparing for a tanker vetting inspection. Without the ship's bell the vessel is unable to comply with International Regulations for Preventing Collision at Sea 1972 (COLREGS) Rule 33 Sound Signals in Restricted visibility. The hand over between second officers did not include a comprehensive check of all equipment required by the COLREGS, similarly pre sailing checks and internal bridge audits failed to identify the missing equipment. The bell was later found, but only after a crewmember admitted to hiding the bell, with the intention of removing it from the ship.

2. An incoming Captain's inspection found the navigation shape for a 'vessel not under command' was incorrectly made. The two black balls had a vertical distance apart of 0.40m and not at least 1.5m as required by the COLREGS Annex 1.6.

3. The off course alarm used when steering with the automatic pilot had been switched off for nine months. The

Not Your Typical Bloom: Monitoring a Unique Event



by *Aric Bickel*
Program Manager
Central and Northern
California Ocean
Observing System
(CeNCOOS)

On June 1st, 2015 the California Department of Public Health (CDPH) issued a health advisory warning customers in Monterey and Santa Cruz

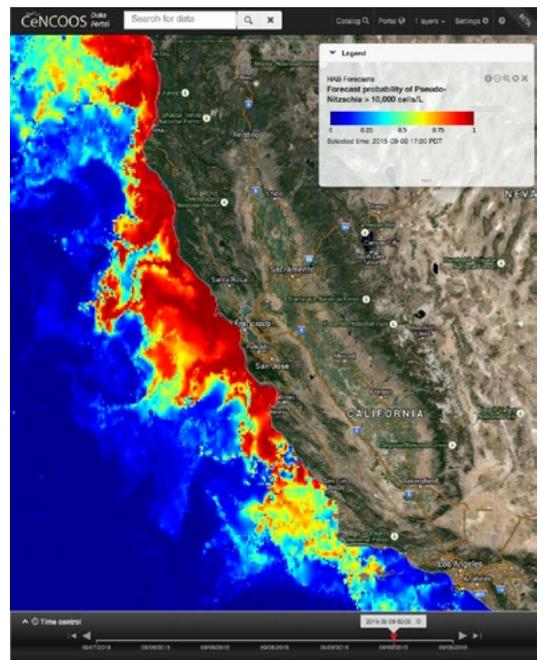
Counties death in humans. Pseudo-nitzschia blooms are not uncommon, but the extent and persistence of this event makes it unique. This is the first time the toxin has been detected nearly simultaneously from Santa Barbara to Alaska. These blooms will often dissipate within a month or two, but this event began in late April and early May 2015 and is ongoing at the time of this article (September 2015). While bloom researchers cannot yet say conclusively what has caused the unusual characteristics of this event, it does seem to be associated with the warmer waters (the “blob”) and decreased upwelling (the flux of deep water to the surface along the coast) we have recorded since mid-2014.

or recreational caught anchovies and sardines due to high toxin levels. CDPH has since extended this warning to Santa Barbara, Humboldt, and Del Norte Counties and expanded it to include all commercial and recreational caught crabs (in Central California) and scallop viscera (in Northern California). These warnings have led to the early closing of economically important fisheries and have caused the death or stranding of many marine birds and mammals. These effects highlight the value of toxin monitoring and prediction in the region.

While this event is unique, the conditions contributing to these closures are common and occur naturally. The toxin responsible for the health advisories, domoic acid, is secreted by marine algae in the genus *Pseudo-nitzschia*. When *Pseudo-nitzschia* reach high population densities (often termed a “bloom”), domoic acid begins to accumulate in the tissues of plankton eating animals (shellfish, anchovies, sardines, etc.). Humans, sea lions, seals, and other organisms that eat plankton-feeding animals can further accumulate the toxin in their own organs. Although no fatalities have occurred in California, domoic acid poisoning, also known as Amnesic Shellfish Poisoning (ASP), can cause illness or

entation, erratic behavior, and death (for more information visit marinemammal-center.org). How are researchers and state regulators tracking these blooms and their toxins? Through the support of many organizations, including the California ocean observing systems (CeNCOOS and SCCOOS), a coordinated alert network has been established (called CalHABMAP) to augment the testing and monitoring done by CDPH. Weekly phytoplankton sampling, toxin analysis, and increased monitoring during bloom events help to give regulators the information they need to protect sea-

The bloom has caused the early closures of Dungeness crab and Razor clam fisheries along the west coast, and has put shellfish farmers on alert. However, most fisherman have been able to successfully transition to other species for the remainder of the season, and shellfish sold by certified harvesters and dealers are subject to frequent mandatory testing to monitor for toxins. The largest impacts from the event have been to marine mammals. When these animals are exposed to the toxin, which many sea lions, seals, and some whales have, it can cause disori-



A modeled Pseudo-nitzschia probability forecast in the CeNCOOS Data Portal.

President Obama Announces New Investments to Enhance Safety and Security in the Changing Arctic



White House
Fact Sheet
September 1, 2015

Accelerating the acquisition of new Coast Guard icebreakers

After World War II, the United States Coast Guard had seven icebreakers in its fleet – four under the U.S.

Navy and three under the U.S. Coast Guard. Today, the United States technically has three icebreakers in its fleet – all under the command of the USCG. However, when age and reliability are taken into account, the fleet is down to the equivalent of two fully functional icebreakers and only one heavy-duty icebreaker. Russia, on the other hand, has forty icebreakers and another eleven planned or under construction.

The growth of human activity in the Arctic region will require highly engaged stewardship to maintain the open seas necessary for global commerce and scientific research, allow for search and rescue activities, and provide for regional peace and stability. Accordingly, meeting these challenges requires the U.S. to

develop and maintain capacity for year-round access to greater expanses within polar regions.

The Administration will propose to accelerate acquisition of a replacement heavy icebreaker to 2020 from 2022, begin planning for construction of additional icebreakers, and call on Congress to work with the Administration to provide sufficient resources to fund these critical investments. These heavy icebreakers will ensure that the U.S. can meet our national interests, protect and manage our natural resources, and strengthen our international, state, local, and tribal relationships.

Enabling safe marine operations and transportation in the Arctic

One consequence of the warming Arctic is the opening of Arctic Ocean transportation and the dramatic increase expected in oceangoing sea traffic. Even today, cruise ships are venturing farther north, with routine Arctic marine transit anticipated by approximately

2020. In response, National Oceanic and Atmospheric Administration (NOAA) and the USCG will take action to promote safe marine operations and transportation in the Arctic through mapping and charting efforts in the Bering, Chukchi, and Beaufort Seas, regions with newly open waters for which existing maps and charts are nonexistent or outdated. This will include a joint NOAA/USCG survey of a transit route through the Aleutians and Bering Strait, as well as a joint effort among NOAA, USGS, and the State of Alaska to use satellite data for shoreline and near-shoreline coastal mapping, critical to observing climate change in action.

Additionally, north of Dutch Harbor, located on the Aleutian Chain, there are no deep-water harbors in the U.S. Arctic capable of providing shelter to vessels operating in, or transiting through, the U.S. Arctic region. In February 2015, the U.S. Army Corps of Engineers began a process to evaluate the feasibility of deepening and extend Nome's harbor capabilities. Such a project could potentially enhance the region's ability to shelter ships from the Arctic weather and serve as a safe standby location for vessels involved in operations farther north.

In the near future, NOAA will modernize and install additional instrumentation on the Arctic coast to monitor effects of climate change and enable safe marine operations and transportation, including a permanent National Water Level Observing Network station to monitor sea-level rise and up to six temporary water-level stations. In 2015, NOAA will announce a new operational Arctic sea-ice thickness satellite product. ☆

IOOS >>>Continued from page 20

food consumers and muster resources to respond to marine mammal strandings. Additionally, with NASA funding, UCSC researchers and CeNCOOS have been working to implement a predictive model for the region. This model provides a three-day forecast of Pseudo-nitzschia populations and domoic acid probabilities along the California coast. The model is distributed publicly in an experimental capacity, but early analysis

is showing promise. Researchers expect that within the next two years regulators will be able to use the model to get a head start on responding to bloom events, particularly for offshore and coastal waters where traditional sampling is difficult.

For more information about the bloom and current health advisories, visit cdph.ca.gov. To read more about bloom monitoring and prediction, visit cencoos.org. ☆

The Council Lays its Keel Founding Members Chart a New Course



by
Captain R.J. Klein
#1751-R

At the end of June, I received an email from Tom Leback, son of former CAMM National President Captain Warren Leback. He stated that while helping his father move to a new apartment, they came across a binder which contained what appeared to be the original records of CAMM meetings from 1936 to 1950. Tom correctly assumed that CAMM would like to have these records and graciously sent the binder.

addresses. Many are company addresses, a few examples:

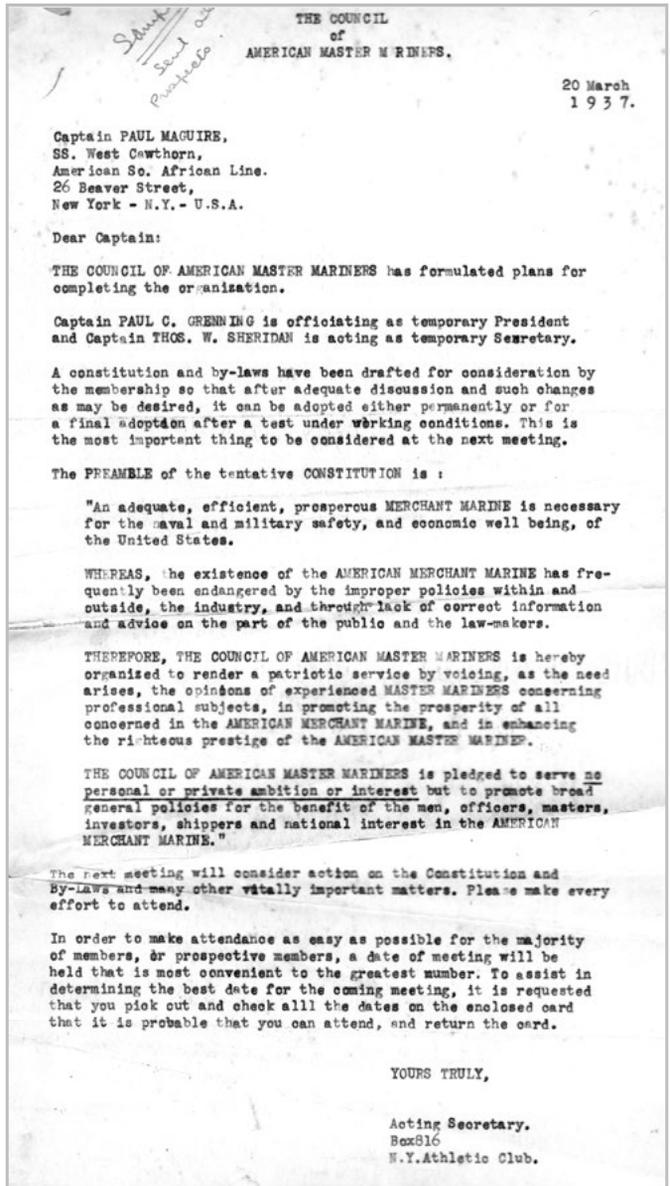
In our email exchange I asked Tom about his father and was informed that Captain Leback had turned 91 in March. Tom said that his Dad was not doing well physically but his mind and memory are sharp. Captain Leback is one of the U.S. Maritime Industry's most distinguished leaders. A 1944 graduate of the United States Merchant Marine Academy he sailed in all deck officer ratings including Master then worked ashore as Port Captain for Grace Lines. He was VP of Operations with Sea-Land during the SL-7 construction and was instrumental in bringing the El Paso LNG ships on line. He most recently served as President of First American Bulk Carrier Corporation. He served as the U.S. Maritime Administrator from 1989 to 1993 and was the recipient of the Admiral of the Ocean Sea (AOTOS) Award in 1991. Captain Leback served as CAMM National President from 1996 to 1999 and received the Lalonde Award in 2004.

On the cover of the binder received from Tom Leback is a label that reads: Record of Meetings Nov. 1936 to October 1950. As one might expect, the seventy-nine-year-old binder is in fragile condition.

The first page of the binder is a sample letter to be sent to all "prospects". The letter states the Preamble of CAMM's Constitution. "An adequate, efficient, prosperous MERCHANT MARINE is necessary for the naval and military safety, and economic well being, of the United States." This statement continues to be the first sentence in the Preamble of CAMM's constitution.

The second page is The Council of American Master Mariners Mailing List. The list has twenty-nine names and is hand written. No zip codes were needed and there are very few numbered street

*Letter to prospective
CAMM members.*





OMM Co., Pier 62, N.R., N.Y.C. (N.R. would be North River); Grace Line, Pier 60, N.Y.C.; Am South African Lines, Beaver St, N.Y.C.; two from N.Y. State Merchant Marine Acad, Ft. Schuyler, Bronx, NY. Captain Thomas Sheridan, the Secretary/ Treasurer (who appears to be one of the main drivers of creating the Council of American Master Mariners) listed his address as N.Y.A.C., Central Park South and the President's (Captain Paul Grening) address was simply Essex House - NY.

The next two pages are typed minutes of the first four meetings of CAMM. At the first meeting 16 November 1936, it was "agreed that an Am. Master

Binder Cover of CAMM records



Mariner Society (was) needed." At the second meeting, 4 December 1936, "it appeared that the best name would be: THE COUNCIL OF AMERICAN MASTER MARINERS and that the said COUNCIL should be composed of experienced AMERICAN MASTER MARINERS with a few exceptional members."

During the third meeting Captain Sheridan was delegated to draw up a Constitution and By-Laws and dues were set at \$5.00. At the fourth meeting the Constitution and By-Laws were approved in principle. It was noted during this meeting that Captain Schuyler Cumings could not be present "as he was docking a ship".

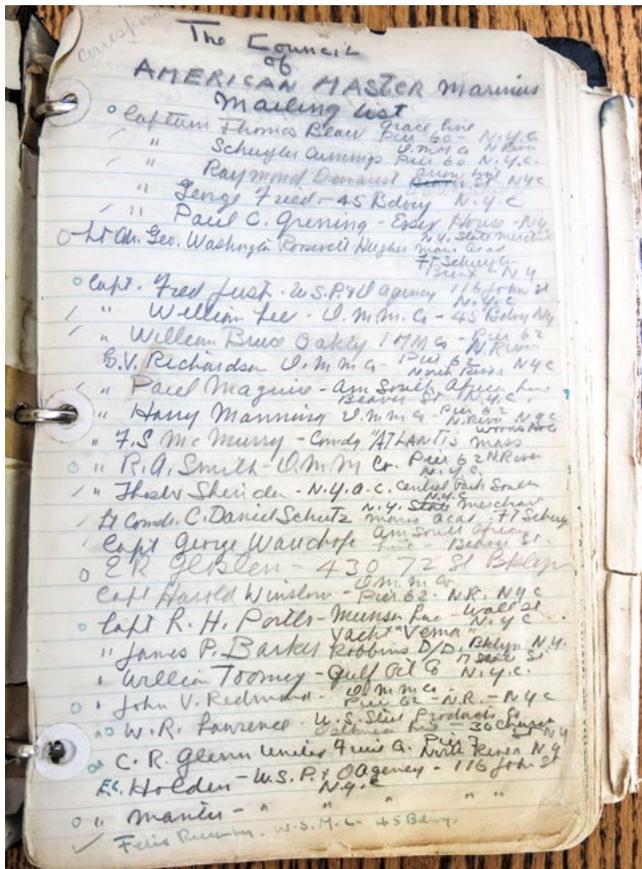
The first three meetings were held at the Essex House in New York City which Captain Grening listed as his address.

The Essex House was a residential hotel that opened in 1931. Construction started on October 29, 1929 one day

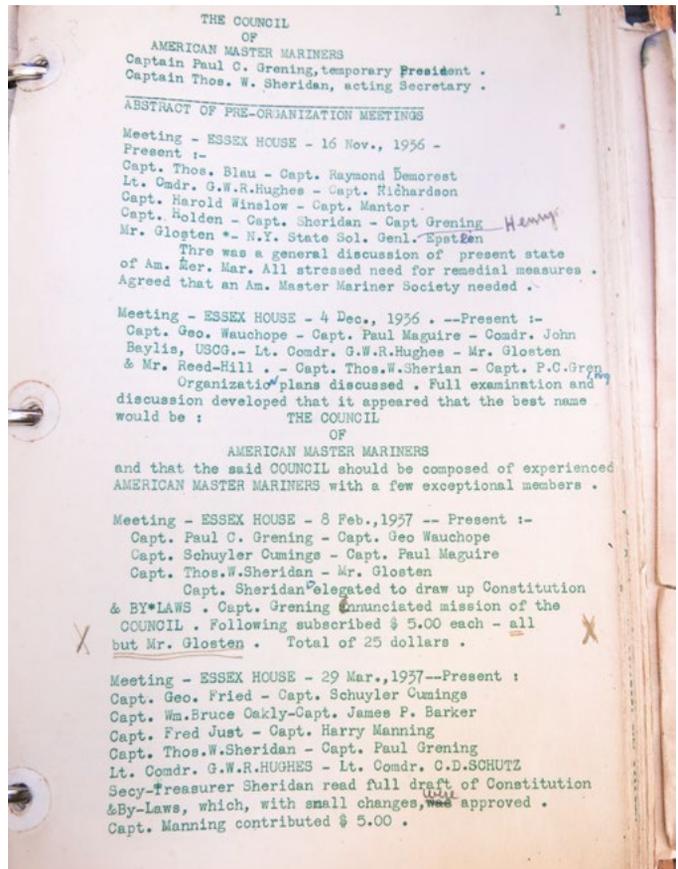
after Black Tuesday. According to their website, the hotel was "Built during the height of the Great Depression, it opened its doors to great fanfare as one of the city's premier residential hotels where the elite and wealthy New York society lived in luxurious suites." To this day, the Essex House remains a prominent New York City landmark.

The next meeting (and all subsequent meetings, at least until October 1950) were held at the New York Athletic Club (NYAC). Captain Thomas Sheridan continued as CAMM's Secretary/Treasurer until at least October 1950. He died in 1964 and his obituary is worth reading. It mentions that he "was many years secretary-treasurer of the Council of American Master Mariner and also explains CAMM's meetings being held at the NYAC as it states that Captain Sheridan "had been a governor of the New York Athletic Club and chairman

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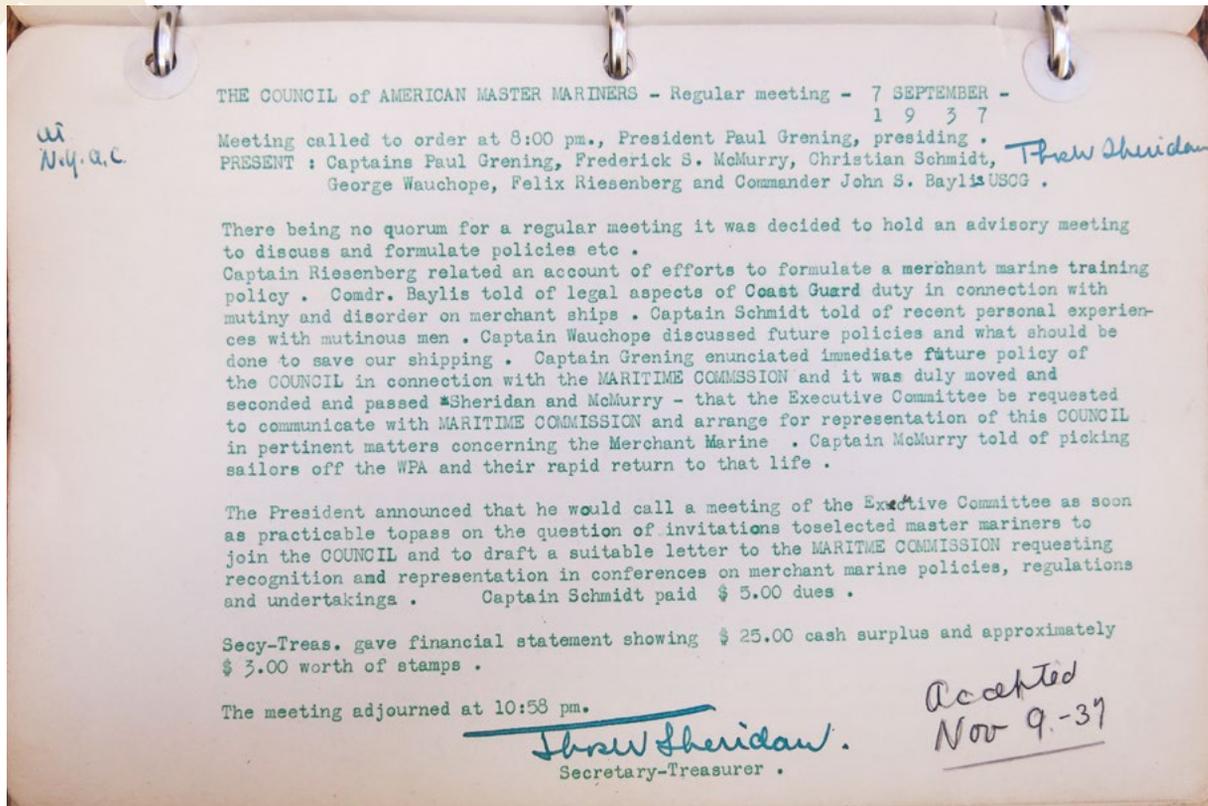


CAMM mailing list.



Minutes of first CAMM meetings, held at Essex House, New York City.

In the Membership



History >>>Cont'd from page 23 of its boxing committee." It notes that he once boxed with prizefighter Luis Angel Firpo. Captain Sheridan must have been a pretty decent boxer as Luis Angel Firpo was 32 and 6 as a professional boxer - 26 of the wins by KO. In 1923, Firpo fought Jack Dempsey for the heavyweight championship in what is regarded as one of the greatest fights in boxing history.

Officers were elected in May of 1937 as follows:

- President Captain Paul C. Grening
- 1st Vice President Captain William Bruce Oakley
- 2nd Vice President Captain Harry Manning
- Secretary/treasure Captain Thomas Sheridan.

In September of that year the Council moved to have the Executive Committee communicate with the Maritime Commission and arrange for

representation of the Council in pertinent matters concerning the Merchant Marine. The president announced that he would call a meeting of the Executive Committee as soon as practicable to "draft a suitable letter to the MARITIME COMMISSION requesting recognition and representation in the conferences on merchant marine policies, regulations and undertakings."

Our founding fathers recognized early the need for expertise in forming government policy. We expect that the meeting minutes will reveal more details of exactly what issues were important during the Great Depression and the years during and after WWII. To that end we will be publishing selected excerpts and highlights as a regular feature in *Sidelights*. Our sincere thanks to Tom Leback for thinking of us and making these documents available to CAMM. ☆

Died June 26, 1964

Capt. Thomas Sheridan Dies; Navy and Merchant Ship Officer

Capt. Thomas W. Sheridan, a retired merchant marine and Navy officer, who first went to sea in sailing ships, died Friday in a Bayside, Queens, nursing home. He was 76 years old.

Captain Sheridan, who lived at 41-48 Morgan Street, Little Neck, Queens, was a veteran of both World Wars. A convoy commodore in World War II, he retired from the Navy as a commander.

He was graduated in 1906 from the old New York Nautical School, whose alumni association he later headed. He sailed around the world in the four-masted American bark Acme, carrying cans of oil from New York to China.

After World War I, Captain Sheridan served as superintendent of the New York Nautical School, which had as its training ship a sailing vessel, the Newport.

"There is nothing in the world like sail," he said in an interview, "to instill into a boy the will to do the things that must be done at sea if a man is to succeed. Nothing can pro-

duce in him the sea zest, the feeling for the sea that sail can."

In the nineteen-twenties he commanded several passenger ships on the New York-Buenos Aires run. He was captain of the motorship Sawokla of the Roosevelt Line on its first trip to Australia and India.

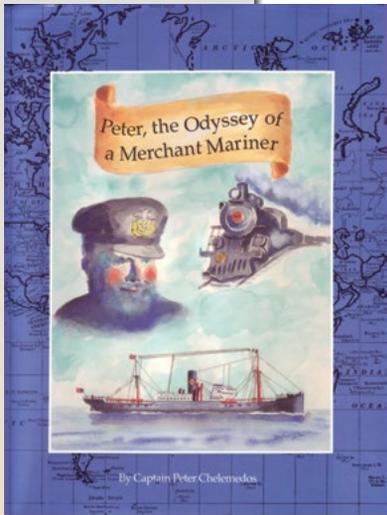
Captain Sheridan, who wore a Vandyke beard, was an exponent of physical fitness and an able amateur boxer. He once boxed with the prizefighter, Luis Angel Firpo, who had been a passenger on his ship. He always took a bicycle on his ships and pedaled around the ports of the world.

He had been a governor of the New York Athletic Club and chairman of its boxing committee. He was for many years secretary-treasurer of the Council of American Master Mariners.

A bachelor, Captain Sheridan was the last survivor of four brothers.

A requiem mass will be celebrated at 9:45 A.M. tomorrow at St. Anastasia's Roman Catholic Church, Douglaston, Queens.

Sunday Times June 28, 1964



by Captain
Peter Chelemedos
#1671-R

Peter, the Odyssey of a Merchant Mariner

Chapter 28: Mohawk to Hawaii

October - December 1960

I left PuttyStik, Inc. in October 1960 to resume a career at sea in order to get extra money toward Peter Steven's future in college. Toward this end, I applied at the Master Mates & Pilots Union to reactivate my membership.

When Kay received the call from Merle Adlum of the Local 6 Masters Mates & Pilots asking if I would be interested in a berth as Second Mate on a seagoing tug towing lumber barges to Honolulu, she replied, "That's just what he wants." I returned the call and was soon on my way to Portland to join the *MOHAWK*, formerly the *EUGENIA MORAN*, a 133-foot tug built at Orange, Texas, for convoy rescue work during the Second World War.

We picked up two converted LST barges being loaded at Portland with lumber and plywood, and started down the Columbia River for Astoria. As we progressed down the river, I suddenly noticed that the barges were getting far behind us. Investigating, I found the tow wire dragging bottom, and we were anchored by it. The barges had broken loose at the mounts, which had been welded on the deck to hold the chain bridle for towing. We picked up the tow wire and found the two mounts still shackled to the chain. We retrieved the barges from where they had shouldered

against a mud bank at the bend of the river and towed them to Astoria to make repairs.

After making the repairs to the tow wires and loading some more lumber on deck, we headed across the bar and set a southwesterly course for Honolulu. The northwest wind and beam sea gave us a pretty good roll to start off with. Since my bunk was 'thwart ship, I found it expedient to brace myself in with life-jackets head and foot.

The morning light gave us a view of one of the barges down a bit by the head and listing to one side. Sheets of plywood were being blown off the deck load. Examining it with binoculars, we noted a couple of the chain lashings had broken. Since it was too rough to pick up the chain and tow wire to go alongside, we changed course and entered Coos Bay for further examination and repairs. While we were picking up the tow wire in the shallow river water, the tide set us back and we managed to get a bight of the tow wire into the propeller. We spent an hour or two getting that cleared, then proceeded around to North Bend where we could dock at the city wharf.

We had to unload part of the deck load to examine the deck area and re-weld a seam that was allowing water to enter one of the upper wing compartments. Then a couple of days to reload.

While there, I learned the local Toastmasters group was having its scheduled meeting, so I went to visit. I found a group of "professors" from the local high school, a very erudite and pedantic group. While I enjoyed their talks, I felt their critiques were a bit

picayunish, and they showed very little sense of humor. When they called upon me, I looked around at all the serious countenances and retold the story I had heard concerning a fiftieth anniversary banquet of a private utility company back in the early thirties:

"At the fiftieth anniversary banquet, the speeches were long and, as usual, tended to be a bit repetitious and wearying. The president spent twenty-five minutes telling of how his company had grown by servicing their customers over the last fifty years. The auditor demonstrated with charts and graphs how much the company had grown by servicing their customers over the last fifty years, and by the time a third speaker, the retiring plant manager, had spent a half hour recounting how the company had serviced its customers over the past fifty years, they called on the featured speaker of the evening.

"This was a well-known Hollywood personality and humorist. He stood, looked at the weary faces and the dead cigar butts floating in the melted ice cream dishes and began: 'Ladies and gentlemen. With the rest of you good people, I have listened to these gentlemen tell of how they have watched their company grow by servicing their customers over the past fifty years.

"At first I was rather puzzled, but then I got to thinking about the time I was fourteen years old and visiting my uncle's farm down in Oklahoma. Uncle told me to take our cow, Betsy, down to the neighbor's place for a while. I did, and the neighbor put our Betsy into a

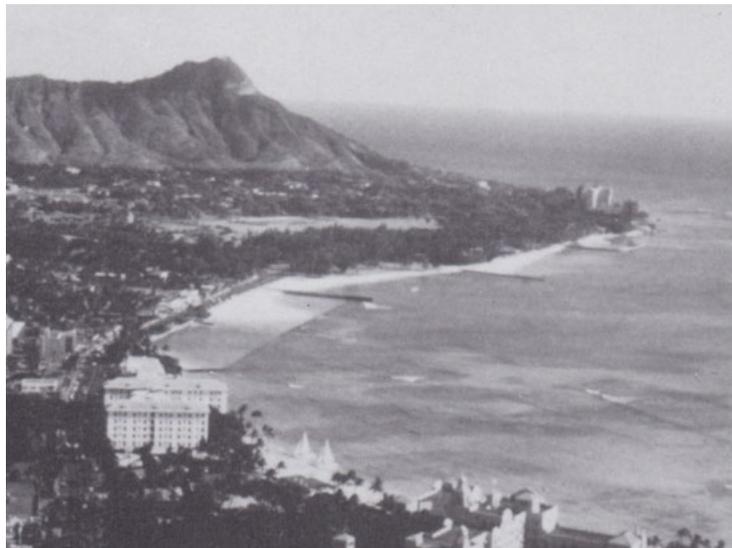
Continued on next page >>>

Odyssey >>>Continued from page 25

pasture with a dirty, mean old bull. Now, if what that dirty, mean, wicked old bull did to Betsy is what they call service, I can understand what your customers must have been going through these past fifty years.”

As I finished, I watched the faces of my audience. At first they just sat there looking at each other out of the corners of their eyes, as though each was afraid to be the first to laugh. Finally, one of them started to chuckle and, as if on cue, the rest joined in.

We sailed for Honolulu and made it with no more untoward incidents. After discharging the lumber, we returned to Portland and then were sent to Olympia, Washington, to tow a pair of Liberty ships from the reserve fleet to Japan for scrapping. ☆



Back to Hawaii, Tug MOHAWK, 1960.

Chapter 29: Mohawk to Japan December 1960 - April 1961

December 16, 1960, was gray and cool as we departed Tacoma, Washington, with two Liberty ships from the Olympia reserve fleet in tow for scrapping in Japan. The two ships were the SS *JOSEPH JEFFERSON* (about which I could learn nothing at this time) and the SS *WILL R. WOOD*, whose files tell her story. The story is complete beginning with the sunny day in October 1943 at Houston, Texas, where Captain E. Anderson accepted delivery from the builders in the name of American Export Lines for the War Shipping Administration, and took her into the war-torn North Atlantic.

The log books tell of slow convoys on the submarine- and aircraft-infested seas. “Keep a sharp lookout for the other steamers in the convoy. If the seas get rough again, call me. We don’t want to lose any more lifeboats if we can help it,” are words from the captain’s Night Order book testifying to nominal hazards of the day (November 22, 1943).

The logs tell of air raids and cargo operations and mention names such as Anzio Beachhead, Naples, Oran, Algiers, Sicily and Marseilles.

Then the books tally long sunny days in the Pacific in 1945. They mention such places as Tacloban, Manila, Finschaven

(New Guinea), Brisbane, back to Manila, and up to that rainy morning in December 1945 when she arrived at San Francisco with the remnants of the 841st Engineering Battalion from whence they ended their war. Then the ship made her last passage to the laid-up fleet. Other files hold letters indicative of the trials of those days: A letter from the mate to the home office complaining that the padlocks he was issued for his stores were of the same series as those issued to the Armed Guard. Consequently, master keys in possession of the Armed Guard gave them access to his equipment and stores (a constant cancer on the thin skin of amity between the merchant crew and the Armed Guard). Another of the mate’s letters outlines the quantity of stores that had been checked off a truck alongside the ship but were missing when the supplies were stowed aboard.

Another file holds a listing of personal effects of a fireman, no reason given. (The only time we made such lists was in cases of death, desertion or removal due to illness.) Later on, in the engine room log, I found a notation that this man had been in a fight with the cook, and the radio files hold a request for an ambulance to remove a patient with knife wounds.

The crew lists included a man eighty years old who signed on as messman (Z#- 1283). And on the last voyage, the second and third mates were twenty years old, and there were several seventeen- and eighteen-year-olds in the crew as Able Seamen and radio operator.

The radio files hold copies of messages relating to the storm warnings and the hazards to navigation such as floating wreckage, drifting mines, life rafts, etc. and also two which record history:

“MAY 8, 1400GMT (1945)
OPERATIONAL PRIORITY FROM
COMMANDER IN CHIEF.

“THE GERMAN HIGH COMMAND
HAS BEEN DIRECTED TO GIVE THE
FOLLOWING SURRENDER ORDERS
TO UBOATS:

TO REMAIN ON THE SURFACE,
FLYING A LARGE BLACK OR BLUE
FLAG BY DAY AND BURNING
NAVIGATION LIGHTS AT NIGHT.
TO REPORT POSITIONS IN PLAIN
LANGUAGE ON 500 KCYS EVERY
EIGHT HOURS, AND TO MAKE FOR
SPECIFIED PORTS UNDER ALLIED
CONTROL. U-BOATS COMPLYING
WITH THESE INSTRUCTIONS
ARE NOT TO BE ATTACKED BUT
SHOULD BE GIVEN A WIDE BERTH.”

And: “SEPT 8, 080411 FROM PORT

MORSBY RADIO: "EFFECTIVE IMMEDIATELY ALL SHIPS WHETHER SAILING IN CONVOY OR INDEPENDENTLY ARE NOT TO ZIGZAG. GUNS NEED NOT BE MANNED. NAVIGATION LIGHTS TO BE BURNED AT FULL BRILLIANCY. BLACKOUT REGULATIONS ARE CANCELED" etc.

And the lights came on again in the world.

The hours I spent reviewing those files, sitting in the chartroom of the ghostly empty ship, proudly brought back memories of my own days in those ships and those years. As I walked the decks of these silent ships, the many memories from the war years sailing on this type of vessel ran through my mind. I have tried to put some of my thoughts into words [in the poem below].

And now we were hauling these ships

back across the Pacific. Old, rusty, peeling gray paint, still mounting gun-tubs and other relics of their days of unsung glory. We will deliver them into the hands of those against whom they waged war ... for the cutting torches of the junkyard.

They went reluctantly. They kept pulling sideways toward the shore as if they knew what was in store for them at the end of the journey. ☆

THE SHIP

*They say a ship is a thing,
an inanimate piece of floating machinery,
a manmade vessel to carry commerce
across the oceans of the world.*

Maybe so.

But they're wrong.

*I know a ship is a live being,
has a soul, has a heart,
who cares for her crew.*

I know.

My last ship told me so.

*She whispered to me
in her creaks and groans
as she rolled down the northwest swell
of the Pacific on her way
to the breakers yards of far off Japan.*

*She whispered to me as I walked
across the boat deck.*

*The ghost of Dave Stockton
the young Second Mate stopped me
to show me how he died.
Murdered while preparing the lifeboats
while the ship was being strafed
by an enemy aircraft in a world at war.*

*In the radio shack,
the ghost of Sparks told me again
how he had to re-mount the big radio set
which had broken loose from the bulkhead
when the torpedo struck
and the ship started to break in two.*

*Boatswain Jacek's ghost was on the
foredeck.
He told me of how the young chief mate
and he worked to run winch lines
across the crack in the deck*

*to hold the ship together
'til the ship could be towed in
to the cold, unfriendly Russian port
of Archangel
to deliver her cargo and be repaired
to sail again the stormy seas.*

*Hermann's ghost was
in the chief engineer's cabin,
pouring coffee into mugs
on the handmade table
where the officers gathered around each
day.*

*Even the dog, Juno, was there,
lying under the table
wagging her tail occasionally
to tell us she was awake and listening
to the yams we were spinning.*

*Back aft, in the carpenter shop,
young Jim Brady proudly
showed me his new tool kit.
He had put it together while
on his way to join the ship,
his first trip to sea.
He didn't know the machine gun bullet
that cut him down
would have his name on it.*

*Even the pans and pots hanging in the
galley
talked as they swayed back and forth
with the roll of the ship,
Voicing stories of the past:
The cook who couldn't cook.
The fire that wouldn't burn.
The steward who was slow to learn his
trade.*

*The crew's mess-room
echoed the voices of Glen and Dave,
of Frenchy and "Half-hitch,"
the young ordinary from Boston
who had joined the group from far inland
Missouri to enter the Merchant Marine
together to help fight the war.*

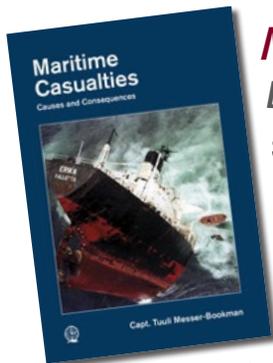
*Hebb's ghost stopped me on the foredeck
to show where he was at work
tightening lashings on the deck load
when the stray sea came over the rail
and smashed him into the hard, steel
bitts.*

*And on the forepeak,
stowed under the gun-tub,
the Throne of King Neptune
lay where it was stashed
after the ceremonies crossing the Equator
the last time, so long ago.*

*Down in the Shaft Alley,
aft of the now-silent engine room,
I could hear the water passing
outside the hull whisper to me.
As if the ghosts of seamen
consigned to the deep
over the years were gathering
to bid farewell to another
of the ships which sailed the sea.*

*Yes, the ship is a live being
who knew the hands that cared for her
and guided her over the sea.
I know.
She whispered the story to me
as I walked her decks
for one last time.*

Book Releases



Maritime Casualties: Causes and Consequences

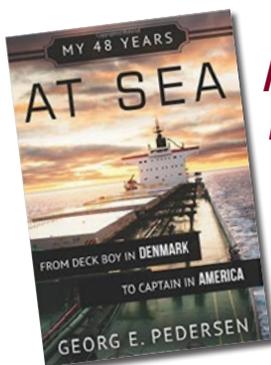
By Captain Tuuli Messer-Bookman #3293-S

Since the Titanic disaster of 1912, the horrors of major maritime casualties have prompted international conventions and domestic legislation, but the link between events and outcomes (which are often separated by many years) is rarely understood by those working in the maritime industry. This book, the only comprehensive guide to this link, sets forth the major casualties of the last hundred years and explains resulting regulatory changes. Taking a macro-level view, it describes the trends and reactions across

decades, and how, over time, focus has shifted from equipment failures to people and their behaviors as the primary cause of maritime casualties. Timely and thorough, it also explores the alarming increase in the criminalization of maritime accidents, especially the relatively recent reclassification of pollution incidents as “environmental crimes.” This book offers broad insight to the history, laws, and conventions that regulate worldwide commercial maritime activity. ☆

Captain Tuuli Messer-Bookman (#3293-S) has worked as a ship’s officer aboard commercial cargo ships, and has sailed over 300,000 sea miles as a merchant

marine officer. A graduate of the U.S. Merchant Marine Academy, she earned her law degree at the University of San Francisco School of Law. She is currently a tenured full professor in the Marine Transportation Department of the California Maritime Academy. She teaches all aspects of navigation and is the lead instructor for U.S. Coast Guard license exam preparation. She has worked as a maritime consultant and expert witness since 1995. She has written for various maritime publications and is the author of “The Master’s Handbook on Ship’s Business” (3rd ed.) and “Close Quarters: A Woman’s Guide to Living and Working in Masculine Environments” (both Schiffer).



My 48 Years At Sea: From Deck Boy in Denmark to Captain in America

By Captain Georg Pedersen #2573-R

My 48 Years At Sea is a remarkable recollection of maritime memories of CAMM member Captain Georg Pedersen. He was inspired to write his story after joining a writers’ group in Palm Springs. What started as only eight copies, four of which were sent to relatives in Denmark, later became a regular feature in the leading Danish maritime news magazine *Sofart*.

At the CAMM Seattle PNW Chapter’s regular monthly luncheon meeting on September 10th, 2015, Captain Georg Pedersen spoke about his recently published autobiography. The month before,

Georg had been invited to speak about his book at Seattle’s Swedish Club, where he was declared a “modern day Viking”. At both events, Captain Pedersen graciously signed copies (now available on Amazon).

On the back cover of the book is Georg’s own description of his work:

We all have a story to tell: Mine is a sea story that started in 1948 when I turn 14 and no further education was available to me. My father gave me two choices, ‘Stay Home Fishing, or Ship Out.’

For the next 48 years I sailed on Seven Seas carrying cargo from one country to another. The ships became my home and floating workplace. Going ashore in foreign ports, I was never more than a

taxi ride away from home. I learned at an early age to respect different people and their cultures, and I witnessed their struggles first hand.

Being a merchant seaman is not for everybody but once it’s in your blood you don’t want to do anything else. I always felt I had one of the best and most exciting jobs, from Deck Boy to Captain, on 62 different ships visiting 173 ports in 73 countries, some many times over. When I began the world was busy rebuilding after WWII; a great time to be young, single, and adventurous. It was a time than can never be repeated.

☆

IFSMA ExCo Report

June of 2015 saw the beginnings of change at IFSMA. Captain John Dickie, Secretary General of IFSMA,



by
Captain Cal Hunziker
IFSMA Vice President
CAMM representative
#2457-R

to temporarily replace Captain Dickie with Assistant Secretary General Captain Paul Owen, effective September 1, 2015. Captain Owen has been with IFSMA as ASG since 2010 and is very familiar with IFSMA operations and dealings with the International Maritime Organization (IMO) and its surrounding Non-Governmental Organizations (NGO) and Working Groups (WG). During the electronic meeting, it was also decided to expand the ExCo fall meeting from one day to three, in order to discuss details for the search of a new Secretary General and whether or not to seek a full time position or to continue with a half time as we had done with both Captains Dickie and Owen. As this was to be a major revamping of IFSMA, it was decided that I should attend in person and not via Skype as I have done in the past on the non-AGA meetings.

The expanded ExCo meeting was scheduled from noon on September 8 through afternoon on the 10th. I arrived early morning on the 8th and immediately went to 202 Lambeth Road, IFSMA headquarters, for the noon start. Over the course of the next two and a half days the ExCo surveyed the books to insure

announced his resignation effective August 31, 2015. The Executive Committee (ExCo) met electronically and decided IFSMA was on schedule for expenses versus budget for the year and that policies concerning expenditures were being followed.

During the Secretary General's report, a request from the Nautical Institute that IFSMA endorse NI's attempt to formulate and control international standards and certification of tug/towing masters was discussed. IFSMA declined the endorsement and has sent a letter to the International Towing Association confirming IFSMA's action. Additionally, a letter received from IFSMA's Australian associate asked for assistance with "riding gangs". Specifically on vessels that

and sharpen the whole transport chain by making real-time information available to all interested and authorized parties. It is called Sea Traffic Management (STM) and it will change the maritime world". The Secretary General will also attend the FAROS conference in London concerning the human factor in risk based design methodology. A further conference of the International Harbor Masters Association will take place in Vancouver BC May 30 – June 2, 2016 and the Secretary will be asking the affiliates from Canada and the USA to attend in his stead, as the Annual General Assembly of IFSMA will be in Istanbul Turkey May 24 – 27, 2016.

The ExCo also discussed the problem of associated members that were grossly understating their seagoing membership and how to obtain a more accurate count, and payment, from those countries. If IFSMA is to go to a full time position for the Secretary General, and hold the current subscription fee, more accurate reporting will be essential.

Day two and three concentrated on IFSMA operations and structure. In the past, Captain Dickie would attend the IMO meetings and then would attend those NGO and WG meetings that he had time for. It was decided that going forward, especially if IFSMA decides on a full time Secretary General, it would attend all IMO, NGO, and WG meetings. In the short term, with Captain Owen being on half time, with help of some of the European ExCo members attending those meeting that Captain Owen is

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IFSMA Executive Council (ExCo) in London, September 2015.

did not have proper accommodations, and where the "gangs" were carried as "non-crewmembers", what were the master's responsibilities and liabilities, both foreign and domestic? The ExCo and Sec. General are researching the matter and will reply to Australia by mid-November.

The Secretary General also laid out a list of meetings to be attended by himself and interested parties of IFSMA's affiliates. They included the MonaLisa Project 2.0 in November. The stated goal of the project: "The vision is to shake up

IFSMA Newsletter

This is the last Newsletter to be written by Secretary-General Captain John Dickie and was released after



Compiled from
IFSMA Newsletter 006
www.ifsma.org

he left IFSMA. His final day in office as Secretary General was Monday 31st August 2015. Captain Paul Owen,

the Assistant Secretary General will assume the position of Interim Secretary General while the process of finding a new Secretary General is completed. Captain Dickie is sure all of you will give Paul the support needed at this time. The Executive Council are working hard to find a replacement and looking at the strategy to take matters forward for IFSMA in the future.

Criminalization of the Shipmaster

This is going to be an increasing problem for the Shipmaster. With the increase in legislation and the exposure of the Shipmaster and crew to prosecution on a number of fronts it is taking the need for professional indemnity insurance to new levels.

IFSMA has been working towards introducing a new product that will be discussed at the Executive Council Meeting and hopefully this will lead to the final development of cover that will be for all officers and not just Shipmasters and the protection needed will be available.

The problem that exists now is that many cases are not reported and only come out later on when the case has been progressed to a trial and conviction. This

means that assistance is too late. While working with charities that assist in this field, it soon becomes apparent that the scale of legal costs is more than any one charity or organization can cope with. That is why proper insurance is needed and made available at a reasonable price.

Piracy

Piracy is shifting, and the models used are developing according to certain regional needs. This is becoming a global problem and not just regional. This raises the question of how do ships protect themselves. Will it require armed security guards being carried throughout the time a vessel is in certain regions of the world and the costs involved for such protection. Over the last year or more there has been a reduction in the number of organizations offering armed security guards to ships. This has been brought about by the reduction in reported cases and the IMO implementation of an ISO standard for such organizations. This has cleared away many of the "cowboys" and left the professionals to get on with the work.

The future may see the changes where merchant ships carry an armory and the crew are trained in weapons. This is controversial, as it would probably take a change in the legislation to allow ships to do so. Some argue that if the ships become armed then it will cause an escalation in the weapons that the pirates use. That remains to be seen.

In a perfect world it would be possible to have war ships patrolling and protecting the merchant ships but can this be sustained? The answer is probably not,

and so it will become necessary for the maritime industry to take the initiative on what course of action is best to be taken.

With these possible changes being discussed there is one factor that will return no matter what is done and that is the position of the Shipmaster. Where does it leave him/ her and what safeguards will be put in place to protect the Shipmaster under such circumstances?

What can be assured is that piracy has not gone away and those areas where it has abated, it is waiting to pounce again or if the safeguards are reduced or removed, such as in the Gulf of Aden, where both Somalia and Yemen are failed states.

Human Trafficking

Human trafficking by sea is spreading and being reported in a number of areas in the world. This leaves the Shipmaster exposed and requires intelligence led reporting to ensure that any ship is aware of coming across migrant ships at sea. While the Mediterranean has been the focus of media attention there are other areas where this is spreading.

While everyone sympathizes with the plight of the people being trafficked it must be assured that there is no succour from the traffickers. Each person is a number with a price tag and since they must pay before they board for the voyage, once the money is paid there is no need to ensure that the cargo reaches its destination.

Merchant ships are not built to cope with such situations and the number of people involved. It is only a matter

of time before a ship is hijacked by the persons that it has rescued. This is not a planned act of piracy but an act of desperation by people who want to reach the safety and security of a haven compared to what they have left behind.

In saying this it will still leave the crew traumatized by the events. The media is reporting that there is an influx of Al Qaeda and Islamic State terrorists in the mass of people. This mass migration is a perfect cover for them and of course it will be the resulting terrorist act that will be traced back to boat people that will change attitudes.

The answer is complex and does anyone really have a solution? The answer is no and as this situation escalates so does the exposure to Shipmasters and their crews who are not trained to deal with such events.

It is a prediction of doom and gloom

IFSMA VP >>>Continued from page 30
unable to attend. It was also decided that a full schedule of IMO, NGO, and WG meetings and the subjects of those meetings would be distributed to the associated members, CAMM, etc. with a request to attend a meeting with the Secretary General, if there was a subject being discussed that impacted their membership. Time was spent reviewing IFSMA's resolutions and determining which resolutions had been completed and which still required action to complete. The ExCo also determined who would be responsible to see that those action items were followed up and completed. The ExCo appointed Captains Hunziker (USA) and Wittig (Germany) to the resolutions review committee. Captains Sande (Norway), Ganzhorn (Denmark), and Perrot (France) were appointed to the Secretary General search committee.

Under other business, it was noted that IMO is appointing Maritime Ambassadors to promote the maritime industry as viable careers to young people. IFSMA is encouraging its affiliates to apply for one of the Maritime Ambassador positions for their individ-

ual countries. A request was received from the International Maritime Health Organization to support their efforts to promote and set standards for medical personnel on cruise ships. It was noted that the next meeting of the International Labor Organization will take place February 16, 2016, and that IFSMA will attend.

When GPS Fails – The Future

Lost without your GPS? Accelerometers based on supercooled atoms could keep track of your position with stunning precision. If successful a system, known as quantum positioning, could be miniaturised for use in ships, aircraft, trains, cars and even cellphones. This would provide a backup navigation tool where a loss of GPS signal can be dangerous.

“Today, if a submarine goes a day without a GPS fix we'll have a navigation drift of the order of a kilometre when it surfaces,” says Neil Stansfield at the UK Defence Science and Technology

Laboratory (DSTL) at Porton Down. “A quantum accelerometer will reduce that to just 1 metre.”

There are challenges – for example, the accelerometer can't distinguish between tiny gravitational effects and accelerations caused by a vessel's movement. If a submarine passes an underwater mountain whose gravity attracts it to the west, that feels exactly like an acceleration to the east, says Edward Hinds at the Centre for Cold Matter at Imperial College London, who is developing the accelerometer for the DSTL. “This means that very good gravity maps will be required to navigate correctly.”

Future generations of the technology are likely to make their way into everything from cars to our smartphones. IFSMA editor's comment – most ships do not need a 1 metre accuracy, but if your smartphone has this system included in the future, does it matter if the GPS fails? Navigation chart systems will need to improve their accuracy to match these new technologies.

Turn Your Smartphone into a Satphone

Globalstar has recently launched its satellite Wi-Fi hot spot in Europe, Sat-Fi. The nifty little device turns a smartphone into a satellite phone allowing a crew to keep in touch when out of the range of mobile phone signal using their own devices.

Up to eight individuals at a time can get online with their own laptops, tablets or smartphones, using their existing phone numbers to keep in touch over Globalstar's satellite network. Whether drilling on an oil rig in the North Sea or conducting maintenance on a refinery in North Africa, there's now an easy way to communicate.

Members of a crew simply install an app on their preferred Wi-Fi enabled device to make calls, go online, use messaging apps and send and receive email SMS capability will be added shortly. Sat-Fi provides the fastest, most afford-

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Company of Master Mariners of Canada

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

From the Bridge

by
Captain Patrick Gates
CMMC National
Master

I hope your summer has been going well and you have been able to catch up on family and friends and relax from the stress of work.

On May 28th I made a visit

to the Montreal Division at the request of some of the members. Unfortunately, not very many members took the time to come to the lunchtime meeting down at the Mariners House. The Division is in need of some stimulus to get interest in Master mariners affairs and other issues that are of concern to all mariners. It was disappointing to learn that this was the first meeting called for in a number of years! Captain Lantz explained the proposed professional development plan, which should be of professional interest to all of us. We also discussed a proposal to have a one day seminar on a SOREP/

places of refuge for Canada in October in Montreal.

In early June, Captain Paterson, NL Division suggested that CMMC should make a public comment on the USCG's request for comment on 'Position on Seafarers Right of Access to Shore Facilities'. Captain Amanda Slade of Capital Division offered to write up a paper on the subject. The National Council accepted Captain Slade's position paper (below) and I forwarded it to the USCG on June 13th. Since the 9/11 attacks in the U.S., a lot of shore facilities have chosen to take the easy way and block all shore access to seafarers, as it is cheaper than having to provide safe, secure access. This problem also occurs here at home at some terminals.

On June 19th the Maritimes Division held their last function for the season with a reception for members and guests on board *HMCS SACKVILLE*, which is moored during the summer near the Maritime Museum of the Atlantic.

On June 26th the National Council approved to send a letter to The

Honourable Steven Blaney, Minister of Public Safety and Emergency Preparedness, Tim Meisner, Director General, Transport Canada, Safety and Security and the Canadian Transportation Agency on "Dynamic Positioning (DP) Operator Positions of Foreign Flag Vessels". The Newfoundland Division raised the concern in reference particularly to the lack of DP operator positions being made available to Canadian certified DP operators on foreign flag vessels working in the East Coast offshore oil fields.

The foreign vessels are required to make some positions available to local seafarers when they are operating with a Coasting License. The positions are important to help acquire valuable qualifying experience (sea time) in DP operations.

The 48th AGM will be held in St. John's, NL October 3rd this year. All members are welcome to attend. Details were in the special AGM edition of *From the Bridge* issued earlier this month. 🍁

Company Of Master Mariners Of Canada Comment To Notice Of Proposed Rulemaking Seafarers' Access To Maritime Facilities

CFR 33 Parts 101-105 Docket USCG-2013-1087

by Captain Amanda Slade and
Captain Patrick Gates

The Company of Master Mariners of Canada (The Company) is a nautical professional association with members serving in command at sea as well as members serving in management positions ashore in private and public sectors

or as pilots, surveyors, practicing law and teaching in nautical schools. Our professional association has neither union affiliations, commercial intentions, nor political connections.

Our principal objectives are to provide a representative, professional body for Canadians qualified to command mer-

chant ships, to encourage a high standard of practical proficiency and professional conduct and to offer experience, expertise as well as be available for consultation on all matters affecting commercial shipping and the nautical profession. The Company actively supports the International Maritime Organization



(IMO) in its many initiatives, in particular those related to the Guidelines for the Fair Treatment of Seafarers, and furthermore recognizes that the issue of Seafarer's Access to Maritime Facilities is a global one, relevant to industry effort to retain qualified, career-minded seafarers.

The Company recognizes policy governing access to maritime facilities, such as the ISPS Code and applicable parts of 33 CFR have not always worked in the best interest of the seafarer or the industry. In the last decade, Port Operators have at times overlooked the human element in the drive to comply with regulations. Unfounded denial of shore leave can result in distress to a seafarer and is counter to the intention of the ISPS Code.

The Company wishes to commend the United States Coast Guard for opening NPRM # USCG-2013-1087 for comment. The United States of America has a leadership role in the global shipping industry and any improvement to this rule is likely to have positive outcomes for international policy and procedure. This opportunity to comment on the Notice of Proposed Rule Making demonstrates a welcome spirit of continuous improvement, sharing of best practices and a positive intent to strengthen relationships with the global seafaring community while at the same time balancing the vital need to maintain port security.

The Company supports 33 CFR 105.200(b)(9) which in general require each facility owner or operator to "Ensure coordination of shore leave for vessel personnel or crew change-out, as well as access through the facility for visitors to the vessel (including representatives of seafarers' welfare and labour organisations), with vessel operators in advance of a vessel's arrival. In coordinating such leave, facility owners or operators may refer to treaties of friendship, commerce and navigation between the U.S. and other nations". The Company further supports the following four requirements, however with the

additional comment below (a, b, c, d):

- 1) Implement a system for providing seafarers and other individuals with access between vessels moored at the facility and the facility gate;
- 2) Implement above system within 1 year after publication of the final rule;
- 3) Provides access in a timely manner, at no cost to the individual;
- 4) Ensure the Facility Security Plan (FSP) includes a section describing the system for seafarer access based on the following six (6) proposed methods:
 - 1) Regularly scheduled escort between the vessel and the facility gate that conforms to the vessel's watch schedule as agreed upon between the vessel and facility;
 - 2) An on-call escort between the vessel and the facility gate;
 - 3) Arrangements with taxi services ensuring that any costs for providing the access, beyond the standard meter fees charged to all taxi customers, are not charged to the individual to whom such access is provided;
 - 4) Arrangements with seafarers' welfare organizations to facilitate the access;
 - 5) Monitored pedestrian access routes between the vessel and facility gate;
 - 6) A method, other than those described above, approved by the Captain of the Port (COTP).

Concerning members sailing in the role of Masters, the Company:

- a) Encourages further definition and clarification of "... no cost to the individual". This is a positive principle, however the economic likelihood is that any cost of shore access will be transferred to the ship operator then ultimately becoming a decision making burden passed onto Masters. Where

funds are limited this could persuade a Master to prioritize shore leave expenses second to those needed for safety or maintenance. Clarifying all issues surrounding affordability of access will dissuade facilities from levying excessive fees as an avoidance tactic.

- b) Encourages a requirement to harmonize access procedures where multiple terminal operators share a single open dock. Masters cite examples of having to use extreme berthing maneuvers in order to load/unload and set a gangway where security boundaries lack logical application.

Concerning members sailing as Master or Crew, the Company:

- c) Encourages further definition, clarification and stronger implementation of "... access in a timely manner". Currently the rule states coordination of leave to be arranged in advance of the vessels, therefore a Master should have confidence in opening a gangway promptly after berthing and clearing the ship. Terminal Operators should provide details of access procedures to Masters as part of pre-arrival communications giving time to familiarize thus reducing the risk of non-compliance, delays or forfeiture of shore leave.

Concerning members sailing as Master or Crew, the Company:

- d) Encourages further definition and clarification of "Shore Leave" and "Access". The term "Shore Leave" is typically understood to mean the ability to exit a facility boundary with subsequent free access to a town or surrounding environment. "Access" may include a simple walk down a gangway to hand documents to an agent, a walk down a dock wall to check mooring lines, crossing a dock to make a phone call, and/or ulti-

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Master As Captain, Manager And Scapegoat



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

In olden days, a marine craft was a ship only if she was square-rigged on a minimum of three masts and had a bowsprit. Today, laws that define a ship vary

from country to country. Article 91 of the United Nations Convention on Law of the Sea brain, she functions through her Master, who is her alter ego. The master, as a qualified seafarer, with his name on the certificate of registry of a merchant ship, is accountable for the safety of the ship, crew and passengers. His orders commit her to a collision for which she is liable. His signatures on her behalf commit her to a debt which she must pay if owners don't.

Masters' Obligations

(UNCLOS) 1982 requires every state to grant its nationality and right to fly its flag to ships registered in that state. Therefore, a marine craft is a ship under UNCLOS registered in that country under its rules.

A ship's register evidences her nationality, port of registry and mortgages, if any. Once registered she acquires a legal personality *in rem*, i.e. the *res* as 'a ship as a thing of value' and also *in personam*. i.e. a ship as a person like us. She can do wrong and incur liabilities. Collision is a typical example where she herself is not only responsible in law but is also to make reparations. She can be held liable for causing pollution, in addition to other remedies available to those who suffer from it. A ship can have contractual obligations independent of her owners. For example, a supplier or repairer has a right directly against the ship if he is not paid for supply of essentials such as stores/bunkers or for carrying out necessary repairs to her.

A salvor has a right, directly against the ship, for salvage services rendered to her. Owners usually discharge such liabilities, but if these are not discharged, she can be made to meet her obligations and liabilities, limited to her own value. Since a ship has no eyes, ears, hands or

A master's signatures on a bill of lading make her liable if she does not deliver cargo to its port of destination. A master can also exert rights of his ship such as to exercise lien on cargo she carried for unpaid freight earned by her. He is also obliged to do every thing in his power for the safety of his ship without endangering lives on board. Of course when choices have to be made, a master can legally throw cargo overboard or order 'abandon ship,' to save lives which take priority against his ship and cargo. Next comes his duty to save life at sea without endangering his own ship or life on board. It may be lives on a distressed ship, a man adrift at sea, or refugees in boats. A master may be carrying perishable cargo or rushing to make a charter party canceling date. Apart from a delay at sea to pick up person(s) in distress, he may get into problems with immigration authorities at his next port. This may tempt him to turn a Nelson's eye and sail by! But Article 98 of UNCLOS does not allow him and Chapter V rule 10-A of SOLAS does not allow any interference in this duty by commercial consider-

ations.

Under rules of the U.N. High Commission for Refugees (UNHCR) 1983, if a master rescues Vietnam refugees, governments of U.N. member countries are to cooperate to disembark them at his port of destination with as little loss of time to the ship as possible. UNHCR may reimburse owners some amounts so that financial considerations do not influence a master's decision to rescue. If it is a different port than the one his ship was originally bound for, that country is not obliged to take on this responsibility. Under these rules a master cannot deviate to the nearest port unless safety of life on board forces him to do so.

In a 1987 case, charterers argued in arbitration that their vessel was off hire during the time port authorities refused to allow her into port with 290 refugees on board, and for time taken to disembark them. Arbitrators found that the ship was "efficient in herself and capable to perform the services required of her." Therefore she was not off hire. Appeal courts also held that a charterer takes a vessel with all her obligations under her national and international laws, and this is one of her legal obligations consistent with a charterer's use of the ship, given the Master's overriding duty to save life at sea under Maritime Conventions Act 1911, and Article 98 of UNCLOS.

In some countries, only nationals can command their ships. Until 1995, when the British Merchant Shipping Act was amended, the master, chief officer and chief engineer of British ships must be



British. Today numerous masters sail the high seas in command of foreign flag vessels. Articles 91, 92 and 94 of UNCLOS stipulate that ships shall sail under the flag of one State only and be subject to its exclusive jurisdiction and control on the high seas. A master commands a ship in accordance with the laws of the flag state, regardless of his own nationality or nationalities of his officers, crew and passengers. He must ensure compliance of safety, manning plus maritime, civil and criminal matters on the high seas in accordance with such laws.

Jurisdictions

In a recent case, two Filipino seamen killed a 2nd officer on a Panama flag VLCC on voyage to Japan. The 2nd officer was Japanese and the ship was owned by a Japanese company. She arrived in Japan immediately after the crime, and the Filipino seamen were deported to Panama for criminal prosecution because the murder was committed in International waters and only the flag state had jurisdiction over such a crime.

Under Articles 2 and 3 of UNCLOS, sovereignty of a coastal state extends to a 12-mile belt of the sea along her coast, known as territorial waters. All ships within territorial waters are subject to jurisdiction and laws of the coastal state. A merchant ship flies the flag of the coastal state on her foremast when in its territorial waters not only to show courtesy, but also to proclaim that she and all on board submit to its laws. In a recent case, a seaman was caught fishing from stern of his ship anchored in U.S. territorial waters. The seaman was a foreign national fishing from the deck of his foreign Flag vessel. Both the Master and the seaman were arrested for contravening U.S. laws which require a person to have a license to fish. It is common for seamen to throw their fishing lines over the side in their leisure time in all waters, all over the world. But U.S. law applied and it is a master's duty as manager to ensure that crew working under him do not break laws of foreign countries.

Quite obviously, a merchant ship is operated by owners for profit. The master is their agent and chief executive on board and is answerable to them for her successful commercial operation subject to laws applicable to him and his ship. In the past, shipmasters sailed their ships under an aura of authority, social respect and economic professionalism. Today coastal states apply their laws to ships in port more stringently. Since owner's offices have shifted to their bedsides electronically, the master has become more of a floating office manager. This tends to take away his authority without exonerating him of his responsibility. A master is custodian and bailee of cargo, subject to bills of lading issued by his ship under his signatures or under his authority. The increasing complexity of management and handling of ships and cargo, coupled with rapid developments in national and international laws make ever increasing demands on him.

He must understand the techno-legal issues involved in specific situations and know how to avoid pitfalls to make her a good commercial unit for owners. He must learn how to sift out pulls and pushes of commercial interests to ensure that no untoward commercial or legal liability attaches to his ship. He must know the why, how and consequences of his orders and actions. He can always seek expert advice from owners and his P & I club, readily available to him through modern communication systems. But he must know when to seek such advice.

In some countries, only those who hold their own state certificates can command their ships even if they are non-nationals. Laws of Panama require Panama flag ships to be commanded by holders of Panama Certificate of Competency regardless of their nationality. In such cases a master may hold another Master's certificate issued in his own country. Even so, he is accountable to the state which issued the certificate by which he commanded a ship at that time. On August 12, 1986, a Panama flag vessel sank 232 nautical miles off the

Indian coast. Under the Indian Merchant Shipping Act, the Indian government can grant a certificate of competency, but only courts can cancel it. Mercantile Marine Department filed a complaint in court under Section 363 of the Indian Merchant Shipping Act 1958, charging the Indian master with incompetence and misconduct, and calling for cancellation of his Indian Certificate under Part XII of the Act. The master countered that Indian courts had no jurisdiction. The fact that he was an Indian national and also held an Indian Master's Certificate had no relevance. He commanded a Panama flag ship by virtue of holding an Independent Master's certificate issued by the Panamanian government. The ship sank in International waters. Therefore the Indian Merchant Shipping Act 1958 did not apply.

The Supreme Court of India accepted that the government of India had no jurisdiction and that since the master of this ship commanded her by virtue of holding a Panama Certificate of Competency, only the Panama government could hold an inquiry as to his competency to hold that certificate. This judgment of the Highest Court in India endorses accepted Indian and International laws. Since then, STCW convention has made certain changes. In time it may be no more possible for a seafarer to hold two independent certificates of competency. Panama authorities are already endorsing their certificates with a statement that it is issued because the holder has an Indian Master's Certificate. But all this may change further.

A master may delegate his authority, but not his responsibility or accountability. Under most jurisdictions, a master is exposed to civil, disciplinary, and criminal sanctions of the flag state in International waters. He can be guilty of an offense when his ship is found in a dangerously unsafe condition. He may find himself convicted for something of which he was totally unaware. A master may be under a personal liability to any

Continued on next page >>>

Scapegoats >>>Continued from page 35

person who has a cause of action against him in accordance with general principles of Law of Tort, under which, each of us has a duty of care not to cause harm or injury to anyone through our actions and inactions. This includes a master's duty of care to anyone who is on board his ship bona fide which is not based on any contract or agreement. For example, if a shore laborer is injured while working on board because a manhole was left open in a dark tween deck, unlit and unguarded, those responsible can be held liable for negligence. That includes the master, as he is in command, and is therefore responsible for acts of all those on board working under him.

Scapegoats

Adler v. Dickson is a cardinal case concerning duty of care and the master's liability. Decided in 1955 by the Court of Appeals in England, this was a case of personal injury suffered by a lady passenger on the P&O liner *HIMALAYA* in Genoa, who was injured while climbing the ship's gangway because its lashings broke. She sued P&O and claimed medical expenses and damages. P&O denied liability because clauses printed on her ticket absolved them for any harm or injury she may suffer while on board. She then sued the master and bosun of the ship in tort and claimed that because she had a right to be on the ship by virtue of her ticket, she was entitled to safe access to and from the ship. As professionals responsible for safe running of the ship, the master and bosun owed her a duty of care to ensure that the gangway was safe for her use. It was further argued on her behalf that the shipping company could not contract out of this personal obligation of the master and bosun through clauses on her ticket as it was outside the contract of carriage. The U.K. Court of Appeal upheld this argument and awarded heavy damages against the master and bosun in person for not discharging their duty of care. Fortunately P&O paid these fines on their behalf.

A master is given authority by the flag state to maintain reasonable safety and pollution prevention standards, increasingly influenced by U.N. and IMO Conventions. Coastal states prosecute masters for even minor infringements of local laws. With most varied legislation in many countries, consequences of errors, omissions or negligence of crews, causing pollution, deficiency in seaworthiness and cargo-worthiness of the ship may lead to ship arrest and criminalization of the master as manager of the ship. Owners can rarely be made accountable even for causing pollution as they may be miles away in different jurisdictions. The ship has caused an offense or pollution, hence she and her master are liable, not the owner.

The maximum an owner can do is to pay fines imposed on her or abandon his ship in the hands of those who have suffered loss or damage. This does not absolve the master, as he is accountable as her alter ego. Today, if there is a pollution incident, marine accident, breach of port regulations, a collision or stranding, local authorities usually detain the master to start with. He may have lost his ship through no fault of his, and may have been one of the few survivors from an appalling tragedy. He is thrown in jail and is subjected to interrogation through days and nights. Of late, there have been many cases of unjust treatment and detention of shipmasters without trial even when they were generally innocent.

The 25-year-old, 37,238 DWT, Malta flag, *M.T. ERICA*, en route from Dunkirk to Livorno, loaded with 31,000 tonnes of oil, broke into two and sank in Bay of Biscay at 0820 hrs on December 12, 1999, in poor visibility, gale force winds and up to six meters swell.

Media and the international maritime community dubbed the ship as an 'old rust bucket,' praised the master for his seamanship which ensured rescue of all 26 crew members by helicopters from the sinking stern section and ship's life rafts. The master was arrested in France and was not allowed to go home to India until February 2000 when he was

released under heavy international pressure. The *ERICA* had passed her annual survey just 18 days before she sank. Her Safety Construction, Load line, Safety Equipment Certificates, ISM Code, DOC and SMC were all valid until August 2003. Since she was fully certified and in CLASS, RINA Italia, and International Association of Classification Societies (IACS) were severely criticized by International media for gross dereliction of duty by their surveyors. That did not help alleviate the master's responsibility, which made him a scapegoat.

The sinking of the 1976-built tanker *PRESTIGE* on November 19, 2002, because shipside plates fell down in bad weather, is another case. The master was jailed in Spain and released after 83 days on an exorbitant bail of €3M even though he could have done nothing to prevent shipside plates from falling and no case could be made against him warranting arrest. Yet he was made a scapegoat. No Master is above the law and he must be accountable. Laws must be fair to support good practices and impose penalties for infringements. Criminal liability for pollution emanating from vessels must be equally applied to ship owners, ship builders, repairers, ship surveyors, classification societies, and port state control inspectors, depending on who is at fault. To hold a person criminally liable there has to be criminal intent or criminal negligence and not just an 'Act of God' or negligence of others. But most coastal states ignore International law, conventions and traditions when it suits them. Generally, anything which gets the ship or owners into trouble is attributed to the master and credit for anything which the master does for benefit of the ship or owners is attributed to owners. This makes the master a scapegoat.

Masters, especially those serving on substandard ships of flags of convenience, need support from the international maritime industry to stand up to their owners and managers and protect their legitimate rights for maritime safety and environmental protection against



unacceptable commercial pressures which compromise their professionalism. ☆

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

IFSM News >>>Cont'd from page 36
able, mobile satellite data speeds and the clearest voice communications in the industry.

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Sat-Fi is available now for €995 (excl. VAT). eu.globalstar.com. 🌐

Canada >>>Continued from page 33
mately exiting a facility boundary. To reduce the risk of membership non-compliance with Customs & Immigration and/or Union rules, it is suggested that FSPs clarify requirements and restrictions for all variations of access, for both ship operations and personal reasons. Where seafarers are fully documented, cleared and holding the required access creden-

tials they should be accorded free passage in a respectful manner by facility personnel.

To conclude, The Company supports all provisions made in USCG-2013-1087, with the additional comment made in the points above. Our membership is grateful for this opportunity to contribute to a process with the potential for more effective yet compassionate policies concerning seafarers' access to shore and maritime facilities. 🍁

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

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

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

Present Occupation:

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

Present USCG License:

Type:	Limit:	Expiration:
Pilotage Endorsements:	Limits:	

Original USCG License:

Type:	Date Obtained:
Place/Institution obtained:	

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

- R - Regular:**
 - (RU) Unlimited Master Mariner License and commanded vessels over 5,000 GRT on ocean voyages.
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- S - Special:**
 - (S) Valid USCG Unlimited Master's license and has not commanded a vessel(s) over 5,000 GRT on voyages.
 - (SP) Second or Third Class Pilot on vessels less than 20,000 GRT.
 - (S16) Valid USCG 1600 ton Master's license and commanded a vessel or vessels on voyages.
 - (S5) Valid USCG 500 ton Master's License and commanded vessel or vessels on voyages.
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 - Cadet: Student at a Maritime Institute.
 - Maritime Distinction: education, training, research, regulation or government.
 - U.S. water transportation company in an executive, administrative or operational capacity

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

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

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

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

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

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

Signature: _____ Date: _____

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With vessels that are ever larger and more complex, the ability of the Shipmaster to control his/her destiny has seriously eroded. The modern Shipmaster and/or Pilot can find their views and expertise ignored and in the fast-moving stream of "progress" the voice of a single Master is easily overwhelmed by the tide of change. CAMM offers a channel to be heard.

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

Representation at IMO through IFSMA

CAMM is a member of the International Federation of Ship Masters Associations (IFSMA), which has consultant status at the International Maritime Organization (IMO) of the United Nations. CAMM's actively sailing masters are automatically enrolled as members of IFSMA.

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

CAMM supports maritime education

CAMM supports maritime education through maritime high schools, Sea Scouts, and the support of cadets at maritime academies. Local CAMM chapters lead the effort in educating the public about the Merchant Marine.

Apply at www.mastermariner.org/membership



Captain Cal Hunziker, CAMM Past President and IFSMA VP, at the IFSMA AGA in Chile, 2015.



Captain R.J. Klein, right, with Captain Don Marcus (IOMM&P President) and Mr. Marshall Ainley (MEBA President) at the Maritime Industry Sail-in to Congress, 2015.



Captain Jeff Cowan (above) and Captain Michael Murphy (below) participate in Positions discussions at CAMM's 2015 AGM.



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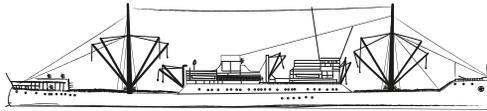
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