



# Sidelights

Summer 2009 Vol. 39, No. 2

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## 2009 Annual General Meeting & Professional Development Conference

Lalonde Spirit of the Seas Award

Positions & Piracy Discussions

USCG R ADM Landry

Keynote Address



### In This Issue

Maritime Education Summit

Columbia River Bar Pilots

IFSMA Annual General Assembly



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

# The Council of American Master Mariners, Inc.



P.O. Box 5034  
Lynnwood, WA 98046-5034  
[www.mastermariner.org](http://www.mastermariner.org)

## ELECTED OFFICERS

### President

**Captain Cal Hunziker**  
[caphunziker@mastermariner.org](mailto:caphunziker@mastermariner.org)  
253-862-7493

### First Vice President

**Captain Liz Clark**  
[captlark@mastermariner.org](mailto:captlark@mastermariner.org)  
954-781-0183

### Second Vice President

**Captain Vic Faulkner**  
[captfaulkner@mastermariner.org](mailto:captfaulkner@mastermariner.org)  
360-798-9530

### Treasurer and Secretary

**Captain Donald Moore, Jr.**  
[captmoore@mastermariner.org](mailto:captmoore@mastermariner.org)  
425-775-2331

### North Atlantic Regional Vice President

**Captain Herman Fritzke**  
[captfritzke@mastermariner.org](mailto:captfritzke@mastermariner.org)

### South Atlantic Regional Vice President

**Captain Jerome Benyo**  
[captbenyo@mastermariner.org](mailto:captbenyo@mastermariner.org)  
727-791-0313

### Gulf Regional Vice President

**Captain Robert A. Phillips**  
[raphillips@aol.com](mailto:raphillips@aol.com)  
504-737-6619

### South Pacific Regional Vice President

**Captain David Boatner**  
[captboatner@mastermariner.org](mailto:captboatner@mastermariner.org)  
805-984-7758

### North Pacific Regional Vice President

**Captain Carl Johannes**  
[captjohannes@mastermariner.org](mailto:captjohannes@mastermariner.org)  
206-448-3433

### Immediate Past President

**Captain Tom Bradley**  
[captbradley@mastermariner.org](mailto:captbradley@mastermariner.org)  
360-574-9513

## APPOINTMENTS & CHAIRS

### BOG at Large

Captain Warren G. Leback  
Captain Jeff Wells

### Council Chaplain

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Captain Chick Gedney

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### Positions Committee Chair

Lyn McClelland  
[lyn@mastermariner.org](mailto:lyn@mastermariner.org)

### Finance Oversight Committee

Captain Chuck Viebrock  
Captain David Williams  
Captain Gussie Roth

## National Chapters

### South Atlantic Region

#### PORT EVERGLADES / MIAMI

**Captain David Goff, President**  
561-392-5476  
[captgoff@mastermariner.org](mailto:captgoff@mastermariner.org)

Meetings at 1200, the 3<sup>rd</sup> Wednesday of the month, except July and August. Location varies, so please call or check website for current location.

**Mailing Address:** 1106 S.W. 12<sup>th</sup> Road  
Boca Raton, FL 33486

#### TAMPA BAY

**Captain David H. Williams, President**  
352-637-1464  
[captwilliams@mastermariner.org](mailto:captwilliams@mastermariner.org)

Meetings at 1130 on the 2<sup>nd</sup> Tuesday of each month, except July and August. Columbia Restaurant, 7<sup>th</sup> Ave. and 22<sup>nd</sup> St.

**Mailing Address:** 50 Baywood Ct.  
Palm Harbor, FL 34683-3701

### North Atlantic Region

#### NEW YORK / NEW JERSEY

**Captain George Previll, Contact**  
973-763-7594  
[captprevill@mastermariner.org](mailto:captprevill@mastermariner.org)

**Mailing Address:**  
449 Richmond Ave.  
Maplewood, NJ 07040

#### BALTIMORE / WASHINGTON

**Captain Emil Blische, President**  
410-250-8179  
[captblische@mastermariner.org](mailto:captblische@mastermariner.org)

Meetings on the 3<sup>rd</sup> Wednesday of each month except June, July, and August. *S/S JOHN W. BROWN*.

**Mailing Address:** 13303 Ocean Drive  
Ocean City, MD 21842-4532

#### NORFOLK / HAMPTON ROADS / TIDEWATER

##### Chapter Inactive

Anyone interesting in restarting this chapter, please contact National President Capt. Cal Hunziker.

### Gulf Region

#### NEW ORLEANS

**Captain Karl Jaskierny, President**  
504-737-4849  
[karljask@bellso.net](mailto:karljask@bellso.net)

Meetings at 1130 on the 2<sup>nd</sup> Thursday of each month. Rock Salt Steaks and Seafood, Lake Union, 1232 Westlake Ave. N, Seattle.

**Mailing Address:** PO Box 99392  
Seattle WA 98139

#### COLUMBIA RIVER

**Captain Vic Faulkner, President**  
360-798-9530  
[faulkner\\_8022@msn.com](mailto:faulkner_8022@msn.com)

Meetings are at 1200 on the 2<sup>nd</sup> Friday of each month. Red Lion Inn at the Quay Vancouver, WA.

**Mailing Address:** 121 Hazel Dell View  
Castle Rock, WA 98611

#### MOBILE BAY

**Captain Jerry Miller, President**  
334-661-3705  
[captmiller@mastermariner.org](mailto:captmiller@mastermariner.org)

Meetings on the 2<sup>nd</sup> Tuesday of each month at 1330. Ryan's Grill, Buffet, & Bakery, 4439 Rangeline Road, Mobile, Alabama.

**Mailing Address:** 3780 Hidden Oak Drive  
Pensacola, FL 32504

#### HOUSTON

**Captain Jack Lane, President**  
409-744-2445  
[captlane@mastermariner.org](mailto:captlane@mastermariner.org)

Meetings on the 3<sup>rd</sup> Friday of each month. Brady's Landing, 8505 Cypress St., Houston Ship Canal.

**Mailing Address:**  
8150 South Loop East, Suite 207  
Houston, TX 77017

### South Pacific Region

#### LOS ANGELES / LONG BEACH

**Captain David Boatner, President**  
805-984-7758  
[captboatner@mastermariner.org](mailto:captboatner@mastermariner.org)

Meetings at 1200 on the 2<sup>nd</sup> Tuesday of each month, except August. Ante's Restaurant, 729 S. Ante Perkov Way, San Pedro, CA.

**Mailing Address:** 533 N. Marine Ave  
Wilmington, CA 90744-5527

#### SAN FRANCISCO BAY AREA

**Captain Klaus Niem, President**  
707-255-6567  
[captniem@mastermariner.org](mailto:captniem@mastermariner.org)

Meetings on the 1<sup>st</sup> Tuesday of each month, 11:30, Sinbad's Pier 2 Restaurant in San Francisco, south of Ferry Building.

**Mailing Address:**  
4207 Chardonnay Ct.  
Napa, CA 94558-2562

# In This Issue



## **SIDLIGHTS**

4605 NW 139th Loop  
Vancouver, WA 98685  
360-574-9513  
[sidelights@mastermariner.org](mailto:sidelights@mastermariner.org)

## **SIDLIGHTS COMMITTEE**

Capt. Tom Bradley, Chair  
[captbradley@mastermariner.org](mailto:captbradley@mastermariner.org)  
Capt. C.E. "Chick" Gedney  
[captgedney@mastermariner.org](mailto:captgedney@mastermariner.org)  
Capt. Klaus "Nick" Niem  
[captniem@mastermariner.org](mailto:captniem@mastermariner.org)

## **CONTRIBUTORS**

Jerry Benyo  
Peter Booth  
Davyne Bradley  
Tom Bradley  
Sean Connaughton  
C.E. "Chick" Gedney  
Cal Hunziker  
Rodger Mac Donald  
Klaus Niem  
Bob Phillips  
Douglas Subcleff  
Will Watson

## **COPY EDITORS**

Davyne Bradley  
Tom Bradley  
CE "Chick" Gedney  
Cal Hunziker  
Klaus Niem

## **DESIGN & LAYOUT**

Davyne Bradley  
[davyne@mastermariner.org](mailto:davyne@mastermariner.org)

## **PRINTING**

Sir Speedy Printing  
[ssspeedy@gte.net](mailto:ssspeedy@gte.net)

## **TO SUBMIT MATERIAL**

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

## **PUBLICATION DEADLINES**

Issue	Submission	Release
Spring	Jan. 30	March 1
Summer	April 30	June 1
Fall	July 15	Sept. 1
Winter	Oct. 15	Dec. 1

## **ON THE COVER**

Captain Charles "Chick" Gedney accepts his Lalonde *Spirit of the Seas* Award at the May San Francisco Bay Area Meeting. Inset: R. Adm. Mary Landry addresses diners during her keynote address at the Gala Dinner.



## **View From the Bridge**

**4**

President Captain Cal Hunziker reports on CAMM's AGM events before bringing up piracy, including IFMSA's stance and the new USCG Directive for Vessel Security Plans regarding piracy. Is the USCG a friend or foe?

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# View from the Bridge

## USCG: Friend or Foe?



Captain Cal Hunziker,  
CAMM National  
President

lent job representing the active military. The awards were for the men and women who put their lives on the line daily to save persons in distress. The recipients well deserved the awards they were presented and showed a side of the Coast Guard that you always hope is there, but never want to have to see.

Speaking of admirals, those of you that missed the AGM also missed a great presentation by Rear Admiral Mary Landry. She spoke of the Coast Guards roll in disaster relief including interaction between itself and other government and civilian groups to get the ports up and running after *Katrina*, *Rita*, and *Ike*. She went on to give some of us our first indication of the swine flu outbreak in Mexico and related on the Coast Guard's expected roll, as an arm of homeland security, should a pandemic outbreak occur. Rear Admiral Landry then did an excellent job of fielding pointed questions from the floor. Those she was able to answer, such as the issuance of the new MMC's in passport form, and the fact that licensed officers will also be issued their paper licenses were well received. There were other questions and comments that she readily admitted she didn't know the answer to, but, would pass them along to headquarters

I just returned from the Pacific Northwest Coast Guard Auxiliary Awards banquet, where Admirals Curer and Breckenridge did an excel-

for an answer. I will be in contact with the admiral and report to you in the next *Sidelights*.

Highlights of Thursday's Professional Development Conference are covered here in *Sidelights*. Needless to say, there was a lot of good information passed on by the presenters. Towards the end of the morning we were all treated to an all too brief presentation by Captain Pete Booth on his new publication, *Sea Buoy Outbound*.

Friday morning was mostly business and review of the preceding year, followed by a lively discussion on the eighteen positions that CAMM would be taking this year. Some of them are carryovers from previous years, and others are new, including: urging the President to fill maritime vacancies, both MARAD and the Federal Maritime Commission chair remain vacant, and ending international piracy.

Piracy remains a hot topic from the ships at sea to the halls of Congress, and across the waters at IMO and IFSMA. As you will read in Capt. Benyo's IFSMA report, page 30, our stance of armed resistance is not supported by the Europeans. The Coast Guard has just released a new directive to U.S. flagged vessels concerning their security plans. It reads as follows:

*THE US Coast Guard has issued a revised maritime security directive "in response to the rise in piracy in the waters of the Gulf of Aden and the Horn of Africa and in light of recent pirate attacks on US flagged vessels".*

*A USCG statement says that Maritime Security Directive 104-6 (rev. 2) issued under the Maritime Transportation Security Act of 2004 provides the maritime industry with*

*specific, risk-based measures to take to deter, detect or disrupt piracy. Prior to entering high risk waters, US flagged vessels should establish an anti-piracy plan that includes the "hardening of rigging and operating vessels in a manner to prevent attacks and subsequent boarding". Ships shall also use established transit lanes, erratic ships maneuvering, increased speed and cooperation with military forces patrolling the area. During transits through high-risk areas, it is the ship's responsibility to maintain a vigilant anti-piracy watch and ensure all shipboard anti-piracy precautions are in force.*

*The measures are mandatory for US vessels. Vessel security plans for US flagged vessels that operate in high risk waters must have security protocols for terrorism, piracy, and armed robbery against ships that meet the performance standards in this directive by May 25. An annex to the directive provides further specific measures required for vessels transiting in the Horn of Africa and Gulf of Aden high risk waters. All vessel security plans must be approved by the U.S. Coast Guard.*

Note the "*it is the ship's responsibility to maintain a vigilant anti-piracy watch and ensure all shipboard anti-piracy precautions are in force*" in the above directive. This goes back to CAMM's original call for arming vessels and training crews.

As always, Mariner beware. Wishing you Smooth Seas and Following Winds,

*C. C. HZ*

Captain Cal Hunziker

# Chapter Reports

## Seattle / PNW

*Submitted by Captain Douglas Subcleff  
Secretary, Seattle Chapter*

A total of 21 attended the February meeting at the Lake Union Rocksalt restaurant. This was a special event to recognize spouses and friends. Individual treats of chocolates and peanut brittle were handed out and five gift baskets were raffled off. Special guest speaker was USCG Captain of the Port Captain Suzanne Englebert. She took command of Sector Seattle in August 2008 and has worked hard to help facilitate improved work relationships between USCG and this region's maritime community. She invited the Seattle CAMM Chapter to visit the recently remodeled Pier 36 USCG Operations Center. A tour of the facility and luncheon meeting has since been arranged to take place in the month of June.

Our March meeting had 17 in attendance and featured a presentation by Associate member, Captain Art Wright. Captain Wright is the Operations Manager at Williamson & Associates, a Ballard-based company that has provided the side scan sonar technology for a number of notable sunken ship searches around the world, including *USS INDIANAPOLIS*, *SS CENTRAL AMERICA* and the US Navy submarine *USS GRUNION*. In March 2008, a search team discovered the wreckage of *HMAS SYDNEY*, an Australian warship that sank with its entire crew of 645 sailors on November 19, 1941 after a devastating battle with the German warship *KORMORAN*. The *KORMORAN* had also sunk after this encounter and the search team used available documentation to locate this debris field first and then look for the *SYDNEY* with the use of the side scan sonar deep tow rig. The discovery of the *SYDNEY*, announced by Australian Prime Minister Kevin Rudd, made big headlines in Australia. Captain Art Wright and his crew on the 199-foot search vessel, *SV GEOSOUNDER*, were treated as heroes and received much acclaim for

their work.

Our April meeting focused on preparations for the Annual General Meeting to be held later in the month in Galveston. National Officers Captain Cal Hunziker and Captain Donald Moore provided information about the two-day event. Seattle Chapter President Captain Richard Klein led a discussion about the next edition of the CAMM information brochure and the wording of a CAMM Mission Statement.

Later this year, the Seattle Chapter will be sponsoring the Second Annual Charity Golf Tournament. To be held on Thursday, September 3rd at Mount Si Golf Course, the proceeds from this event will be donated to the Youth Maritime Training Association (YMTA) in Ballard. More information about the event, including a sponsor and golfer website, will be posted on the CAMM website.

## Columbia River

*submitted by Captain Tom Bradley*

At our May meeting, chapter member Capt. Dan Jordan, who is also Secretary of Columbia River Bar Pilots (CRBP), informed us that CRBP will pay the yearly dues for all their active pilots for CAMM membership. Membership Applications are forthcoming. Capt. Jordan informed us he also received a compliment from the local Army Corps of Engineers on *Sidelights*.

Our Chapter elected Capt. Bill Good, #1924-R, as our new Sec/Treas. All other positions remain the same.

## San Francisco Bay Area

*Submitted by Captain Klaus Niem,  
President SFBA Chapter*

At our February meeting, we presented the following items for discussion: Federal Appeals Court Demolishes Defenses Against MARPOL Prosecution.

On January 20, 2009 the U. S. Court

of Appeals for the Second Circuit upheld the jury conviction of Ionia Management S.A. for failing to maintain an oil record book while in U.S. Waters. Indeed, the Court applied what is essentially a strict liability standard that would make a ship owner criminally liable whenever one of its vessels is found to have brought an ORB with false entries into US waters.

Pirates and their latest ploy, is using decoys in the Gulf of Aden to attack better targets. This brings us to: Should a seaman be allowed to defend his ship by means of fire arms? I can relate to this. While as Chief Mate on the *AMERICAN MONARCH* in 1982, MSC put aboard ship in Port Chicago, CA, 6 Mossberg-12 gauge shot guns, 6-Colts 38 cal., 6 Carbines with grenade launching attachments, and 4 M16 rifles and ammo to hold off a whole brigade. All deck and engine officers had to attend a three day training course by orders of US Lines Director of Marine Operations, at the Concord Naval Weapon Station. At sea we conducted firing practices. I believe that with sufficient training and safeguards, weapons for self defense of crew and ship should be placed on board vessels transiting dangerous areas.

The March 3<sup>rd</sup> luncheon was dedicated to our significant others. We didn't have a guest speaker but discussed the USCG's struggle to implement the New Presidential Arctic Region Policy. The USCG has no equipment to even operate in that region. Obama's "change" for that region promises hardly anything. Admiral Thad Allen in his new iCommand blog vehicle, says that the new Presidential Directive (NSPD 66/HSPD 25) calls for many things. Among them, he asserts that "The Arctic Region is primarily a maritime domain and the USCG will continue to apply the following policies and authorities, including law enforcement: Freedom of Navigation, US Policy on Protecting the Ocean and the Environment, National Security Policy, National Strategy for Maritime policy."

*Continued on next page >>>*

# In the Council

## Chapters >>>Continued from page 5

As for conducting operations in the Arctic, Admiral Allen said that he has not received directions from the top and that he is seeking it now.

We discussed the grounding of a General Cargo ship. The incident occurred near Larne, Northern Ireland when the officer in charge of the navigation fell asleep. With no-one awake on the bridge, the vessel continued on for three hours, crossing the North Channel of the Irish Sea before grounding on a gently sloping beach. The chief Mate who was the watch Officer, worked 6 hours on/6 hours off watch keeping routine with the Master. As has been demonstrated in many previous accidents, such a routine on vessels in near coastal trade poses a serious risk of cumulative fatigue. Despite the requirements of STCW, there was no lookout on the bridge throughout the night. The San Francisco CAMM Chapter opposes such practice.

The April 7<sup>th</sup> luncheon and meeting took place at Sinbad's Restaurant

on the Embarcadero. The usual 12 Master Mariners, including our guest speaker Commander Kara Satra, USCG attended the lunch. Commander Satra spoke about the oil recovery from the SS *JACOB LUCKENBACH* which sank after a collision with the Hawaiian Pilot in 1953 off the Golden Gate. About 100 other vessels found their demise off the Golden Gate since 1884. Commander Satra used computer graphics and digital computer photo in her presentation. Environmentalists and the USCG have noticed a lot of seabirds with some bunker-c coatings. The CG conducted a study and identified that from a possible of three vessels that sank off the Golden Gate, the *JACOB LUCKENBACH* was the culprit. The vessel rests in about 200 ft of water. R.O. vehicles took samples of stratified oil leaking from the vessel. A Crowley contracted barge with deep sea diving equipment and divers commenced saturated diving to inject live steak into the *JACOB LUCKENBACH*'s bunker tanks for oil recovery. Due to the

nature of this work, decompression for the divers took four days after each dive. In 2001 120,000 gal of viscous oil was been recovered. All wrecks over 50 years old off the Golden Gate become historical properties of the State.

In May, the SFBA Chapter of CAMM presented a pair of binoculars to Cadet Dustin E. Hansrote. He has the highest overall GPA of a licensed deck graduate not recognized in any other category at Cal Maritime.

## Houston

### *excerpted from meeting minutes*

Many thanks to our sponsors, members, guests, and participants in the 2009 CAMM PDC and AGM. By all attending, the meeting was a resounding success; we lacked enough time to include more proposed events.

We welcomed guest speaker Gene M. Hafele, Meteorologist In Charge at the Houston/Galveston National Weather Service to our February meeting. Hafele explained why Hurricane Ike was worse

## New Members

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

- |         |  |
|---------|--|
| 0266-R  | Captain <b>James Boake, IV</b> of Bremen, Maine<br><i>Welcomed back to Active Status</i><br>Sponsored by Captain Don Moore, Jr, #1513-L                |
| 1454-R  | Captain <b>Jerry Aspland</b> of Fountain Valley, CA<br><i>Welcomed back to Active Status</i><br>Sponsored by Captain Don Moore, Jr, #1513-L            |
| 3067-R  | Captain <b>Michael O'Toole</b> of Napa, CA<br><i>Special Member Upgraded to Regular Member</i><br>Sponsored by Captain Don Moore, Jr, #1513-L          |
| 3247-RP | Captain <b>Christopher Brown</b> of Metairie, LA<br><i>Active New Orleans/Baton Rouge (NOBRA) Pilot</i><br>Sponsored by Captain Elizabeth Clark #997-L |
| 3248-R  | Captain <b>Michael Patrick Donovan</b> of Breckenridge, CO<br><i>Active Master of UNS MARTIN</i><br>Sponsored by Captain Elizabeth Clark #997-L        |
| 3249-R  | Captain <b>Larry E. Duerr</b> of Iwaco, WA<br><i>Active Columbia River Bar Pilot</i><br>Sponsored by Captain Daniel Jordan #2968-R                     |
| 3250-R  | Captain <b>Kent R Flick</b> of Sarasota, FL<br><i>Active Master SS HORIZON ENTERPRISE</i><br>Sponsored by Captain Ronald Meizinger #1747-R             |
| 3251-S  | Captain <b>Steven G. Gorniak</b> , of Houston, TX<br><i>Active Marine Consultant for LOC Americas</i><br>Sponsored by Captain Ed O'Donnell #2046-R     |

- |         |   |
|---------|---|
| 3252-R  | Captain <b>Daniel E Shea</b> of Kentfield, CA<br><i>Active Union Official for AMO</i><br>Sponsored by Captain Patrick Moloney #1829-R   |
| 3253-RP | Captain <b>Dennis Stensager</b> of Seattle, WA<br><i>Retired Puget Sound Pilot</i><br>Sponsored by Captain Carl Johannes #2147-R  |
| 3254-R  | Captain <b>Timothy D. Sullivan</b> of Metairie, LA<br><i>Active Master of M/V SSG EDWARD A CARTER</i><br>Sponsored by Captain Daniel Jordan #2698-R   |
| 3255-R  | Captain <b>David Wallace Pryor</b> of Cape Vincent, NY<br><i>Active Pilot St. Lawrence Seaway Pilots Assoc.</i><br>Sponsored by Captain Elizabeth Clark #997-L  |
| 3256-A  | Mr. <b>Will Watson</b> of Berryville, VA<br><i>Maritime Journalist and Deputy Director, Marketing and Communications for International Registries, Inc.</i><br>Sponsored by Captain Cal Hunziker, #2457-R |

We need new, younger members to keep the legacy and work of CAMM going! Membership applications are available online at [www.mastermariner.org](http://www.mastermariner.org) or request one from Liz Clark.



than some people expected and showed that it could have easily been worse. He went over some changes NOAA has in store for 2009 to help decrease the confusion with the Saffir Simpson Scale.

In an effort recreate more interest in our local chapter and generate new members, we are in the process of formulating a questionnaire for our local membership (this thought and concept could also apply to the national membership). We will formulate our chapter's direction based on the responses. Your input and thoughts can be directed to Captain Michael Mc Cright: [captmc-cright@mastermariner.org](mailto:captmc-cright@mastermariner.org), Subject line: CAMMI TEXAS, Here and Now, Our role in the future.

As reported previously, the training ship assigned to The Texas Maritime Academy, *THE SIRIUS* has been banned from further use by the USCG. This can easily be a "win-win" for all concerned. The MARAD fleet of available ships has been narrowed down to the SS *CAPE GIBSON*. The *GIBSON* is a real working US built ship. If you, or any of your friends

have any influence with "the powers that be", please step forward to assist TAMUG in procuring this training ship. The *GIBSON* will also serve as platform for the various Marine science departments, and may be tasked as a first responder in "Times of National Emergency".

Due to low turnout, it is no longer feasible to rent the room at Brady's Landing. We will break for the summer; meetings will resume September 18<sup>th</sup>, location TBD.

## NOLA

*excerpted from meeting minutes*

Ed Higgins gave a report on PT boat work and agreed to get a speaker on this subject before the summer recess. There was a spirited discussion by all hands following Capt. Higgins' introduction of the subject of pirates and the recent increase of occurrences, especially the *MAERSK ALABAMA*.

Capt. Phillips discussed the upcoming AGM to be held in Galveston and collected proxies from many members. Sec/Treas CE Horace George will attend

as representative of the NOLA chapter.

Capt. Tim Sullivan, a new member, attended the meeting and was welcomed by all.

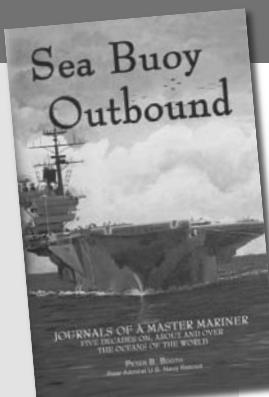
## Tampa Bay

*excerpted from meeting minutes*

Fourteen members attended our February meeting. Thank you to Capt. Mercer Tyler, who donated an engraved gavel to the chapter. Capt. Jednaszewski reported that shipping in the Port of Tampa had declined for February; more petroleum than containers passed through the port.

Eleven captains attended our March meeting. We discussed items on the CAMM AGM agenda as well as IFSMA AGA policies. We have invited the Tampa representative of the MM&P to attend one of our meetings as a guest of the chapter.

We've continued with our "This is your Captain" segment in our monthly newsletters, we honored Captain Jerry Benyo in February and posthumously, Captain Jerome Konkel in March. ☆



Author: Captain  
Pete Booth,  
\$3063-R

later, as master of several ocean-going research ships. Here's his quick take on this unique tale of men, ships and the seas with the caveat that more info is available on the web at [www.peterbooth.com](http://www.peterbooth.com):

"As the ship wends its way toward the open sea, drops off the pilot, cranks the engines to sea speed and leaves the sea buoy to port, one can almost touch the

CAMM member Captain Pete Booth recently authored an all-maritime book, *Sea Buoy Outbound*, chronicling four decades of writings and sailing the oceans and sea of the globe, both as a Naval Officer and

sense of what might be, of mini-adventures to come in the voyage. Magically, the ship becomes cleaner, the crew more relaxed; the watch teams settle in and we all look forward to the knowing swell of the ocean, the wind on the bridge wing and, if lucky, a world-class sunset broad on the starboard bow."

Spanning some 400 pages sprinkled with about 200 scans, these journals reach to the heart of the maritime arena from the author's experiences on the deck plates of many ships from destroyers, to aircraft carrier command, to second mate on a cruise ship and to the tangled webs of two publicly owned maritime companies. Finally, as master of several ocean-going research ships plying the waters of the Barents Sea, the Atlantic and in drug interdiction off Columbia in the Pacific, the author's civilian incarnations cover another fast-moving decade of great ships, wonderful

crews and a few tough times.

What sets this work apart from most of its kin on the maritime bookshelves are the non-tutorial chapters on the pragmatics of getting the Coast Guard unlimited license, examples of standing orders, several case studies of needless maritime accidents (including the infamous *EXXON VALDEZ* and a carrier backing down at 17 knots on a hapless escorting cruiser) and what the smart master or captain must do foremost to avoid trouble on the high seas. There's even a vignette or two or three that have never been told, including the voyage of King Tut and his entourage dodging a late fall Atlantic hurricane.

*Sea Buoy Outbound* is a fascinating read chock full of real lessons and ideas that will stimulate the most jaded of maritime professionals or those with an abiding interest in the romance and challenges of the sea.

## Book Review

## Maritime Education Summit: Trending & Pedagogy for the Future

**April 16, 2009, Massachusetts Maritime Academy  
Keynote Speech**



written by  
**Sean T. Connaughton,**  
#3238-H

the Massachusetts Maritime Academy.

This is my first time back to the Academy since I left the office of Maritime Administrator. It is great to be back and a lot has happened over those several months. The most noteworthy event of course is the piracy standoff involving the *MAERSK ALABAMA*. The successful freeing of the vessel's master, a Massachusetts Maritime Academy graduate, and the actions of the vessel's crew has brought global attention to the Somali piracy problem. It also highlighted the importance of a well trained and lead crew that can and does respond appropriately to whatever emergency is thrown at them. This Academy, Maersk Lines Limited, maritime labor, and all of our maritime schools should be proud of the quality of seafarer you have generated.

The freeing of the *MAERSK ALABAMA* and its crew is some good news during an otherwise difficult period. The U.S. and many other national economies are in recession. The U.S. unemployment rate is 8.5% and is higher in many localities. The WTO reports that world trade declined 9% in volume in the first quarter of 2009, the biggest contraction since the Second World War. Every day the maritime trade publications report fall-

ing rates, declining revenues, bankruptcies, and more laid up vessels.

Given these economic conditions, it may seem an odd time to be holding a conference focused on recruiting, educating, and training men and women for the maritime industry. Surprisingly, even though current economic conditions have slowed the demand for new personnel and increased retention of existing staff, the seafarer job market remains strong. While world trade has fallen, it has done so from historic highs. Global trade is still more than double what it was just ten years ago and the majority of that trade moves by water. New ships continue to be delivered. The world's merchant fleet is expected to remain approximately 1 billion gross tons for the foreseeable future even with declining shipyard order books and escalating scrapping.

International trade has become an integral part of the American and world economy and it will again grow rapidly once the economy recovers. More trade means more ships and the need for more mariners and shoreside personnel. In addition to quantity we also face a quality challenge. There is a quiet revolution in the sophistication, size, type, equipment and machinery of ships as well as the handling of cargo. New technologies mean new skills and changes in what and how we train our people. Higher regulatory and security regimes limit the pool of potential seafarers. The nature of life at sea reduces both the quantity and quality of entry level seafarers. Limited port time, unappealing living conditions, good shoreside employment opportunities (especially for engineers), and criminal exposure are all disincentives to going to sea.

As a consequence, finding sufficient numbers of qualified seafarers is and will remain a major challenge for the shipping industry. According to the just-released "Manning 2009" report prepared by Drewry Shipping Consultants, "Newbuilds may be cancelled, the order book may not be delivered and older vessels may be scrapped reducing the overall fleet, but the scale of officer shortfall will still be considerable." The February 2009 report says that there is still a shortage of as many as 33,000 officers for 2009, which will rise to 42,700 by 2013, even after adjustment for newbuilding cancellations and scrapping. Drewry Shipping Consultants says "the problem of officer shortfalls is not going away."

Recently, the International Maritime Organization (IMO) and representatives of the international shipping industry met in March 2009 and declared that the shortage of seafarers is the biggest issue facing shipping. As a result, they agreed to intensify their efforts to address the shortage and are in the process of finalizing a strategy document on actions needed to attract, train, educate and retain seafarers. Among its recommendations, the draft plan urges more cadet berths and attacks the problems of criminalization of marine accidents and the denial of seafarer shore leave.

The IMO is also supporting the "Go to Sea!" Campaign. This Campaign is intended to create a more favorable public perception of the maritime industry and greater knowledge among young people of the opportunities offered by a career at sea. The Campaign is also urging industry to make life at sea more closely in line with that available ashore.

So the question for attendees at this summit is: what can we do about the



challenge of recruiting, educating, training and retaining qualified seafarers? I would like to give you my thoughts on this issue in order to rephrase the question: how do we turn the current challenge into an opportunity?

## Recruitment

We live in a world in which our children are bombarded with information on practically every aspect of life, culture and entertainment. Jobs and careers are reality shows. In this environment, it is difficult to compete for our youths and their parent's attention.

Yet a basic but still very significant tool available to all of us is word of mouth. In fact, I will argue that in the face of so much information on television, cable, satellite, radio and the internet, word of mouth has become even more important as a method to confirm the veracity of what they gather from other sources. During my tenure as Administrator, I met cadets from every maritime academy and was struck by the fact that a majority them said they entered the maritime academy of their choice because a member of their family or a friend told them about it. Each of us needs to talk up the industry with neighbors, friends, and associates with organizations you are members. It does have an impact.

We have to reach out to attract potential seafarers at an early age. Organizations such as the Sea Scouts<sup>1</sup>, Sea Cadets<sup>2</sup>, and Naval Junior Reserve Officer Training Corps<sup>3</sup> introduce young men and women to the sea. Although their programs are

limited, they provide some maritime exposure. Support and membership in these programs need to be encouraged.

In addition, there is also growing interest in maritime high schools. At least 18 maritime high schools have begun operations in the United States in the last decade, and there are more in the planning stages. These schools have the potential to become a significant pipeline of young men and women into the maritime industry.

In recognition of this, the U.S. Maritime Administration announced a new maritime high school curriculum to guide student educational program to ensure students are exposed to the opportunities that exist in the maritime sector. Under the proposed high school curriculum, during their freshman year, students will gain a general understanding of the maritime industry, its history and the role the maritime sector plays in the everyday lives of Americans. During their sophomore year, students will be introduced to the various jobs across the maritime industry and the requirements necessary to work in the industry. In their junior and senior years, the students can choose a career path between the merchant marine, shipbuilding and repair, and port operations to ensure they receive specialized training in their desired career.

If implemented properly and refined over time, it is hoped that at the completion of a maritime high program, graduates will choose to go directly to work for a marine transportation company, a shipyard, a labor organization, the Coast

Guard or the naval services. They could also continue their education by attending a maritime academy, college, or trade school.

## Education and Training

An essential part of our current and future success is our seven U.S. maritime academies: the U.S. Merchant Marine Academy, California Maritime Academy, Maine Maritime Academy, Massachusetts Maritime Academy, Great Lakes Maritime Academy, Texas Maritime Academy, and the State University of New York Maritime College. These schools provide the majority of new licensed officers in the United States.

Because of their educational backgrounds, graduates from these institutions are highly sought after both ashore and afloat. With their college degrees and officer licenses, many companies are looking to these schools to address their short term needs for seagoing personnel as well as their long term need for shoreside executives, managers and operations personnel. Companies are acutely aware of the coming shoreside shortage as their current senior managers reach retirement age.

We must vigorously support and expand the maritime education programs at our maritime academies. Together, the seven maritime academies produce 700 new licensed officers a year. Jobs are available, particularly in the international fleet. We need to encourage all those who do attend these schools to obtain a license and to sail upon graduation. We have got to encourage all these graduates to stay and make a career in the maritime industry.

A continuing problem, however, is cadet berths. The sea time requirements of STCW mean that cadets must be on board for longer periods of training. However, the size of crew accommodations on most modern commercial vessels is limited, making it difficult for many vessels to carry cadets. In addition, the limited size and availability of our current school ships means that it is becoming harder for cadets from state

*Continued on next page >>>*

# In the Industry

*Connaughton >>> Cont'd from page 9*

maritime academies to get the necessary sea time to sit for a license. Vessel owners and operators need to provide more seagoing cadet billets on their vessels. There is also a need to replace the current state school ship fleet with larger, more capable, and commercially relevant vessels.

There needs to be greater use of modern educational tools such as distance learning and simulation. These tools are revolutionizing the ability to educate and assess students ashore and have endless possibilities for seafarers, particularly for navigation and engineering watchstanding. Unfortunately, these tools have not been fully accepted by some educational institutions and regulatory bodies. Given the nature of the maritime industry, it is essential use of these tools be utilized and expanded.

We have also got to address the difficulties encountered by current or prospective non-U.S. mariners to obtain entrance into the United States to attend training programs. The United States has exceptional maritime training programs that can only maintain that status if they are available to the world's seafarers. There needs to be a more efficient way to review and issue visas to enter the United States for training.

## Retention

There is a pending international regime that will set new labor standards for the industry. The International Labour Organization's Maritime Labour Convention, 2006 will provide comprehensive rights and protection at work for the world's more than 1.2 million seafarers. The Convention consolidates and updates more than 65 international labour standards related to seafarers adopted over the last 80 years. The Convention sets out seafarers' rights to decent conditions of work on a wide range of subjects, and aims to be globally applicable, easily understandable, readily updatable and uniformly enforced. Once implemented, ship owners and operators will have to revise their personnel practices.

These regulatory standards are basic, and shipping companies still need to review their personnel strategies to ensure they retain seafarers once that are recruited into the industry and complete their necessary training. Competitive pay, benefits and leave are essential to retaining seafarers and encouraging them to advance their qualifications. Living and work conditions have to be attractive, not simply adequate.

A problem for American seafarers is tax liability. Americans working abroad are exempt from paying federal income taxes on the first \$80,000 they earn; American seafarers serving abroad must pay taxes on all their income. This is a disincentive to recruiting and retaining American seafarers because of the need for employers to withhold U.S. taxes as well as diminishing the take-home pay of the seafarer. Last year, the Bush Administration supported extending tax exempt status to Americans serving on foreign LNG carriers. Tax exempt status should be extended to all American seafarers.

## Regulatory

There is the ongoing review of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW). Last comprehensively updated in 1995, this review is intended to ensure that seafarers are adequately trained to meet the new challenges facing the shipping industry today and in the years to come. Substantial progress has been made on the comprehensive review of the STCW Convention and STCW Code, and it is intended to hold a Diplomatic Conference in 2010.

It can be expected that this review of STCW will raise the bar even further for qualifying for and retaining a license or certification. While undoubtedly improving safety, it will also reduce the pool of potential seafarers able to enter or advance in the industry. Industry and academia need to be actively involved in this review to ensure that it reflects current practices and provides a framework for evolving crewing and training needs.

## Legislative

The federal government has a commitment to, and a vested interest in, maritime education and training. According to 46 U.S.C. Sec. 51101, "It is the policy of the United States that merchant marine vessels of the United States should be operated by highly trained and efficient citizens of the United States and that the United States Navy and the merchant marine of the United States should work closely together to promote the maximum integration of the total sea power forces of the United States." Current law outlines the implementation of this policy, focusing primarily on the U.S. Merchant Marine Academy and the State Maritime Academies.

The current statute is the Maritime Education and Training Act of 1980. Obviously, much has happened since this law was conceived over 30 years ago. Unlike 1980, the United States has an opportunity to provide young men and women for today's global commercial deep sea fleet. There is a need for limited license education programs to serve the offshore, coastal and inland fleets as well as modern school ships to provide adequate training platforms. There is no statutory structure or financial support for maritime high schools and other programs to recruit young men and women to our industry. Federal law does not adequately incorporate international regimes that now govern global education and training. There is nothing addressing the shoreside needs of the maritime industry.

It is time to revisit the federal scheme for maritime education and training. There is no better time for Congress to initiate this review and provide the framework for enhancing and expanding the educational and employment opportunities available in the global maritime industry. This will stimulate real job creation in an otherwise bleak economic environment.

## Leadership

I began this presentation with a reference to the current and growing importance of trade to the United States. Trade



has become an integral part of the United States economy and it is essential that the primary means of carrying on that trade, marine transportation, have strong and visionary leaders.

I believe that there is a need for a National Maritime Executive Leadership program to serve the industry. Such a program could be either publicly or privately sponsored and supported.

The purpose of the program would be to identify mid-level men or women who have been recognized for their talent, leadership and advancement potential. These individuals would be invited to participate in a short but focused program that would introduce them to different aspects of the industry, emerging business trends, public policy issues, and management strategies. The curriculum will also focus on building their leadership skills in the maritime arena.

There is also a need for a Senior Maritime Executive Forum. This Forum

would bring industry, government, academic and public interest group leaders together on a regular basis to discuss global trends and maritime-specific challenges and opportunities. The purpose would be to foster dialogue and discussion among the nation's and the world's maritime leadership and identify ways forward.

In conclusion, I am very much aware that it will soon be the 30<sup>th</sup> anniversary of my entering the U.S. Merchant Marine Academy. As a reminder, I just received my "save the date" notice for my high school reunion. During my time at the Academy, my classmates and I often wondered what we had gotten ourselves into. On the one hand we heard the stories of the great pay and benefits of going to sea. On the other hand, we watched company after company disappearing, closed hiring halls, and the impact to spiraling inflation and reces-

sion. Today's cadets must be feeling the same way we did.

There are major differences between then and now; the biggest being that trade is now essential to the U.S. and world economy and the majority of that trade moves by sea. That means that even if the recession continues there is a need for ships and seafarers as well as the shoreside services that support them. Today, cadets in our maritime programs have the opportunity to not only have a great job upon graduation but a long and varied career. We all have to work together to ensure that this possibility becomes reality. To accomplish this requires cooperation and collaboration between the government, industry and academia. It will require vision, initiative and effort to be successful. It will also require leadership. I feel confident that the people at the Summit are the ones who can do it.

Thank you. ☆

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## Mitropoulos repeats call for action on recruitment

Tuesday, 17 March 2009

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Maritime Global Net

IMO Secretary General Efthimios Mitropoulos has renewed his call for action on recruitment into the shipping industry. He used part of his welcome speech yesterday to delegates at IMO the Design and Equipment Sub-Committee

Justifying raising the issue he said that he considered it "to be of such fundamental importance to the future of the shipping industry that I wish to share my concerns on it with you: I am referring to the anticipated disconcerting shortage of qualified merchant navy officers in the near future and, therefore, the need not only to retain existing seafarers, but also to attract young people to the seafaring profession".

He continued: "In the face of a grave looming manpower crisis (first reported in 2005 and also last year), it is important, were we to reverse the trend, to portray shipping as an industry that can provide a career path that matches the aspirations of the ambitious and capable young people it urgently needs to attract and retain. Indeed, if the global pool of competent and efficient seafarers, who are properly qualified and certified, is to meet demand, then seafaring must be presented to young generations as a viable career choice for people of the right calibre."

In November, the IMO chief noted, an initiative was undertaken for "just the kind of urgent action the issue merits". He said: "Jointly with the ILO, ICS/ISF, BIMCO, INTERCARGO, INTERTANKO and ITF, we launched the "Go to Seal"

campaign to attract new entrants to the shipping industry with the specific aim of promoting seafaring as an attractive career option for the young, providing them with rewarding, stimulating and long-term prospects, not only at sea but also in the broader maritime industry."

He urged governments and industry to promote among youngsters the attractions of a career at sea and by encouraging them to consider it as a first class choice. To be successful, he said, three things were needed: 1. An enhanced, more favourable public perception of the maritime industry; 2. A greater knowledge among young people of the opportunities offered by a career at sea and 3. a marked shift in the quality of life at sea by bringing it more closely in line with the career alternatives available ashore. ☆

## Columbia River Bar Pilots



Photo Courtesy of CRBP

written by CRBP as a collaborative effort

The first recorded crossing of the Columbia River Bar by a non-native was by Captain Robert Gray on May 11, 1792. As was the practice of that era, Gray sent the ship's small boat ahead of his vessel to search for the deepest water for safe passage across the shifting shoals and sandbars.

In the interest of protecting goods and/or controlling trade between ships and settlers, local Native Americans, and later, members of the Hudson Bay Company, served as the earliest pilots to meet ships and provide piloting assistance across the Columbia River Bar.

Recognizing the need to protect the safety of ships, crews and cargoes crossing the dangerous Columbia River Bar, the State of Oregon, in 1846, established the Oregon Board of Pilot Commissioners. This legislation provided for formal licensing of the pilots. The Columbia River Bar Pilots trace their history to this date, and is one of the oldest ongoing businesses in Oregon.

One of the most notable early pilots was Captain George Flavel, who was granted State Pilot License Number 1 by the State of Oregon in 1851. He required all of his subordinate pilots to have been ship's masters, establishing a higher standard for safety and service that endures to this day.

Much has changed since the early days of piloting the Columbia River Bar, when pilot boats were little more than oversized canoes and were rowed out to meet incoming ships. Advances in communications, equipment and technology – while doing nothing to change the relentless nature of this location – have better equipped the pilots to anticipate and respond to the violent conditions of

the Columbia River Bar. The two current, state-of-the-art pilot boats are all-weather, high-speed craft with full rollover and self-righting capability, and are equipped with the most advanced navigation, communication and safety equipment available on the market. Coupled with their twin-turbine helicopter, the Columbia River Bar Pilots have one of the most advanced and capable pilot transportation systems in the world. ☆

**Editor's Note:** The *Smithsonian* magazine, February 2009, features an excellent and in-depth article, *Steering Ships Through a Treacherous Waterway: Braving storms with 20-foot seas, an elite group of ship pilots steers through one of the world's most treacherous waterways—the mouth of the Columbia River.*

The article features CRBP history and shadows a day on the bar with Captains Dan Jordan (#2698-R), Gary Lewin and Debbie Dempsey.

The full article can be found online at : [www.smithsonianmag.com/science-nature/37443744.html](http://www.smithsonianmag.com/science-nature/37443744.html)



Photo Courtesy of CRBP

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# Annual General Meeting

## Professional Development Conference



### On Course

Submitted by RJ Klein

Ms. Jacelyn Moore and Captain RJ Klein finished in a tie at the 2009 First Annual CAMM-AGM Golf Championship. The course was long with many water hazards that Ms. Jackie avoided while Captain RJ frequented. Force 3 winds, gusting to force 4, made it difficult to make a soft docking on the greens. Jackie played her usual steady game, while RJ complained about the 10 penalty strokes he was assessed, due to losing balls overboard (Jackie only lost 1 ball). In the end, RJ had to actually purchase an additional sleeve of CAMM Logo Golf Balls from Ms. Moore (CAMM Logo golf balls are available for sale at \$24.00/dozen to anyone wishing to purchase same).

Since it was a tie, the players decided the scores need not be posted, but the scuttlebutt is that they were higher than the day's temperature of 87. Klein said, "Let's just say that many good shots were made." Jackie responded, "Yeah, we needed the good shots to recover from the bad ones." In golf it's the recovery shots that are important.



### Texas Chicken

Thursday afternoon, in the simulator at TAMUG, Capt. Michael Mc Cright expertly brings us within inches of an oncoming ship.



**April 22-23, 2009  
Galveston, TX**

The mildly warm tropical Gulf Coast climate greeted us as we arrived in Galveston. Chatty conversation, sea stories, and libations were readily found in the roomy hospitality suite.

A few early arrivals played a round of golf on Wednesday afternoon. That evening small groups ventured out to several local seafood restaurants.

After breakfast in the suite on Thursday morning, attendees boarded the bus to Texas A&M campus at Galveston (TAMUG) for the morning Professional Development Conference, where Interim Superintendent R Adm Pickevance welcomed the crew with a Texan "Howdy!"

Our Invited PDC speakers covered pertinent topics which drew valid questions that lead to great discussions amongst members and presenters.

After lunch, many took the afternoon off, but a few went into the simulator for a round of "Texas Chicken" where the confident Capt. Mike Mc Cright twice successfully took us within inches of an oncoming ship. That evening, we boarded the buses once again for a delicious seafood buffet at Gaido's Pelican Club.

Friday morning was down to business in the Moody Garden's conference room. National President Capt. Cal Huzniker welcomed members to the meeting; his State of CAMM address brought us up to speed with the National happenings followed by chapter reports. After lunch, attendees debated positions for two and a half hours before getting on to new business.

The Gala Dinner kicked off with sumptuous food, followed by USCG R. Adm. Mary Landry's keynote address and Q&A session, followed by the presentation of the Lalaonde Spirit of the Seas Award. The ladies thanked "Tonka" Lane for her hospitality before Capt. Don Moore began the raffle drawing.

CAMM thanks all those who attended, guest speakers, Capt. Jack Lane, his wife Tonka, Capt. Wayne Farthing, Capt. Michael Mc Cright and the Houston CAMM Chapter for putting together an informative, welcoming, and productive Annual General Meeting and Professional Development Conference.

# Professional Development Conference



## RAdm William Pickavance TAMUG

*Interim Superintendent,  
Texas Maritime Academy*

RAdm Pickevance enlivened the room with a big Texas A&M "Howdy!" before getting down to business with an overview of issues affecting our industry from piracy to environmental regulations. Regarding arming vessels, he emphasized the importance of crews training together. The Navy trains crews together for 18 months, whereas aboard merchant ships, often the officers are certified, qualified, and perfectly capable, and know what to do from the standpoint of a checklist in given situations, but they don't necessarily know what the other officers on board will do or how they react.

Touching on EPA regulations, he spoke of regulations in Alaska that requires water going out of the ballast to be cleaner than the water expelled. "Now how do you do that?" he wondered. There are a bunch of complex policies our industry is faced with, and he hopes the "smart folks like you in CAMM can help us sort our way through this."

TAMUG moved back into campus in January after *Ike*, and has approximately 300 cadets sitting finals this week. "We'll keep on truckin' with training," as there are not enough cadets from all the academies to feed the demand.



## Will Watson Maritime Journalist

Will Watson updated attendees on (lack of) progress made in Congress, upcoming regulations going into effect, and challenges faced in implementing these regulations before opening a discussion on piracy.

Pending legislation from last session died when the session ended; including the USCG Authority Act, which housed many maritime issues. There is no interest in resurrecting the bill to transfer Administrative Law Judges to the NTSB.

Congress hasn't appropriated any funding for TWIC cards for ongoing registration or renewals subsequent to first issuance. The USCG is testing prototypes for permanent and hand-held readers. There are reports of truck drivers handing off TWIC cards because biometrics are not yet in place.

Towboat inspections will start this year. Adm. Allen is diligently looking for civilians and graduates as inspectors. Starting this year, all vessels operating in US waters will be required to pre-designate a fire-fighting company and salvage company to ward off the ones that scurry to the scene of an incident to get the business. In the works is a requirement for smaller ships to install AIS transmitters for security and safety reasons.

Watson would like to see people in Congress who **understand** maritime policy. 34% of overall US commerce is dependent on maritime, a fact often ignored. The reason there is so little maritime legislation is that "it's not an area that's sexy

*Continued on page 24>>>*



## CDR Hal Pitts USCG Waterways Manager

CDR Pitts focused on managing vessel traffic for the Houston/Galveston waterways in face of bigger, deeper-draft ships, increased demand for maritime services, and increase in USCG, State, and local regulations. He offered up solutions including recruitment strategies, AtoN sensors and coordinated working groups, backed with many charts and statistics.

Over the past 15 years , vessel traffic increased by 31.2%, up to 400-500 commercial movements daily. This challenges the USCG to increase capabilities in terms of technology and VTS staff. The Army Corps of Engineers (ACE) wants to bring in bigger and deeper draft ships; current average s 40-42 feet with a 45-foot project depth.

The numbers of casualties in the channel have increased, while collisions and allisions have decreased. Most ship casualties are related to propulsion, usually from shifting fuels between diesel and bunkers, while tow casualties are typically related to steering. He also explained the successful self-reporting AtoN knockdown program in place, leading to quicker notification and repairs resulting in safety for all.

Coordinated working groups are vital to the waterway. The Port Coordination Team was essential to the success in re-opening the waterway in such a short time after *Ike*. The team, comprised of 19 people representing waterway users, including tows, terminals, refineries, stores, and a NOAA forecaster, manages the traffic in the channel when it's not in normal state. The group is a cooperative; the USCG coordinates, VTS is the facilitator. Conference calls find out who needs what, who can accommodate those needs, and where vessels can weather storm. In theory, critical needs are tackled first and facilitate as much commerce as it can. VTS facilitator Steve Nerheim calls it "the wizard". He doesn't know why or how it works, but it does. The USCG has urged other COTP zones to implement similar groups.

Capt. Mike Mc Cright, Chief Mate aboard one the first deep-draft vessels to enter the waterway after *Ike* on Sept.17<sup>th</sup>, complimented the quick-reopening and was impressed with how well managed the deep-draft restriction was.



*PDC attendees listen attentively to interesting and informative speakers throughout the morning.*



### **Mr. Chris Fakes NOAA Voluntary Observing Ship Program**

*National Weather Service  
NOAA Port Meteorological Officer -  
Houston/Galveston*

Since most Masters are already familiar with the VOS program, Mr. Fakes didn't go into details explaining the program, but rather how the observations are critical in putting out accurate forecasts for Masters. NOAA considers the ships that participate their sanity check; human observations can be more reliable than satellites and buoy data. The US provides one-third of all marine observations in the world; an average day sees 1500 ship observations, which is really not that many considering the expansive areas covered. Swell info and sea heights are more difficult to obtain electronically, so NOAA relies heavily on VOS data in those regards.

Mr. Fakes showed slides of forecasts without and with variable amounts of VOS data to illustrate how much more accurate forecasts become as more VOS data is added to the models. With VOS, 96-hour forecasts are now as reliable as the 48-hour forecasts were 5 years ago. NOAA's goal is to put out more accurate, long-range forecasts for mariners.



### **Mr. David Feit NOAA Ocean Prediction Center**

*Chief of Operations,  
NOAA Ocean Prediction Center*

The Ocean Prediction Center (OPC) stems from the SOLAS convention and iceberg tracking to keep vessels safe, notably due the importance of commerce in society. A preliminary study estimates that \$140 million is saved annual on North Pacific bulk ocean commerce by minimizing storm exposure, thanks to marine warnings and predictions.

The OPC provides a variety of 3,000 charts and texts each month. The key role for them is: are we going to use them, and if so, how? Surface analysis charts, most useful to masters, is a highly collaborative effort with various NOAA entities.

Mr. Feit then asked if anyone has every seen a rogue wave before going on to explain significant wave height and wave cycles. 1 in 10 will be higher than the significant wave height, 1 in 1000 will be twice significant wave height; rogue waves are much greater and far less frequent. Capt. Clark and Capt. Klein chimed in with their experiences with rogue waves off the coast of Japan; Klein noted he's seen them more often near sea mounts, however, Mr. Feit was unable to confirm if there is a connection.



### **CDR Michael Henderson NOAA Office of Coast Survey**

*Regional Manager, South Florida,  
Puerto Rico, U.S. Virgin Islands*

CDMR Henderson's presentation concentrated more on the products that NOAA provides to the general public free of charge. Users range from commercial shipping to recreation windsurfers and divers. The fast nature of the industry evolution has driven the NOAA service to change and upgrade its product to meet the ever changing demands of the maritime industry.

CDR Henderson showed slides of color imagery collected using multi-beam electronic scanners supplemented with Side Scan Sonar to show depth and bottom composition.

NOAA produces emergency surveys after severe weather has passed through an area. Quick surveys are delivered to the USCG Captains of the Port to allow the USCG to safely deploy emergency rescue craft and to deliver emergency medical and food supplies.

CDR Henderson covered his forte and passion, hurricane surveying, and asked for audience participation to predict the path of a hurricane based on previous hurricane paths. He then superimposed a different graphic that showed the actual path of the storm; the storm changed directions several times and eventually hit two of the three projected sites.

He commented on Harbor Safety Committees, inviting us all to the Harbor Safety Committee Conference in Tampa, Fla., May 27-29.



### **Captain Peter Booth Author, #3063-R**

*Author, Sea Buoy Outbound, Humble  
in Victory, True Faith & Allegiance*

Capt. Peter Booth gave the "fastest, loudest, 45-minute brief in under 8 minutes" due to time running short. His latest release, *Sea Buoy Outbound*, is half navy, half civilian, anecdotal with sea stories as he worked his way up the maritime ladder, with chapters on small ships, big ships, needless naval accidents, needless civilian accidents and more. The first chapter starts off with his tale aboard a destroyer right out of the academy as a hot young ensign who's knees buckled one night as reality hit.

Capt. Booth served as a junior officer aboard the USS *FORRESTAL* during the tragic fire in 1967. Booth showed slides of photos he took during the accident, and explained how the accident happened after an unarmed rocket fired across the deck. Ten years later he came back to the *FORRESTAL* as skipper, and highlighted impressive fire-fighting modifications made, including a button to separate sections in case of an incident.

Capt. Booth enthusiastically told stories of near collisions during drills, a close encounter with pirates, about sailing aboard naval, civilian and even a cruise ship, all with great crews and "absolute unbelievable experiences." As he predicts is the case with many seasoned mariners, he'd do it all over again.

# Annual General Meeting

# STATE OF CAMM ADDRESS



## Roll Call

National President:  
Captain Calvin Hunziker

National First Vice-President &  
Membership Committee Chair:  
Capt. Elizabeth Clark

National Second Vice-President:  
Captain Vic Faulkner

National Secretary/Treasurer:  
Captain Donald M Moore, Jr.

Immediate Past National President:  
Captain Thomas Bradley

North Pacific Regional VP: Not Present

South Pacific Regional VP:  
Captain David Boatner

Gulf Regional VP: Captain Robert Phillips

South Atlantic Regional VP:  
Captain Jerome Benyo

North Atlantic Regional VP: Not Present

Seattle Pacific Northwest:  
Captain Richard Klein

Columbia River: Captain Vic Faulkner

San Francisco Bay Area:  
Captain Klaus Niem

Los Angeles / Long Beach:  
Captain David Boatner

Houston: Captain Jack Lane

Mobile Bay: Captain Peter Booth

New Orleans: CE Horace George

Tampa Bay: Captain David Williams

Port Everglades/Miami Chapter:  
Captain David Goff

Norfolk/Hampton Roads/Tidewater: N/A

Baltimore/Washington DC – N/A

New York/New Jersey – N/A

## CAMM National President Captain Cal Hunziker

**M**embership wise, CAMM is holding its own, but needs your help to keep going. As of Monday April 20<sup>th</sup>, CAMM has 1064 active members. 2008's losses due to death or resignations were offset by new memberships. Unfortunately, our membership is not growing and is basically flat compared to 2007/2008. While we have very active chapters from Seattle to Miami, we are sorely lacking any active chapters on the East Coast. If you live in Norfolk, Baltimore, or New York and are interested in resurrecting your local chapter, contact me and I will help you get your chapter up and running again. I am still looking for one or two members each, from the Boston Mass. and Portland, Maine area, to help set up a meeting to start chapters in those ports.

With the large expenditures, due to setting up the new data base, behind us, CAMM is in stable financial shape. I have curtailed all non-vital spending and the budget committee is currently reviewing the proposed budget for Board approval. Our largest expenditure continues to be for the *Sidelights* publication. I hesitate to cut back on it, as it is

our best outreach and recruitment tool.

CAMM continues to work closely with IFSMA. Over the past year, we supported IFSMA on their efforts to gain the release of the Master and mate of the *HEBEI SPIRIT*, and to defeat a proposal by the German delegation to IMO on drug and alcohol testing by the master. CAMM continues to monitor and lobby against criminalization of mariners for performing their duties and has noted that more and more of the international community are beginning to stand up and voice concern.

A proposal that I put forward at the 2009 AGM was to form a Political Advisory Committee. The purpose of that committee will be to help the membership contact their local Congressperson or Senator concerning issues vital to the merchant marine. It is disturbing that many of our government officials have no idea who or what the merchant marine is or the vital roll we perform in domestic and international trade. You will be hearing more from this committee in the next issue of *Sidelights*.

With your support, CAMM will continue to flourish and gain influence here in the United States and abroad. ☆





Capt. Donald Moore, Jr.

Capt. Jack Lane

Capt. Klaus Niem

Capt. Dave Williams

Capt. Gussie Roth

Capt. Richard Klein

Capt. Jerry Benyo

Capt. Vic Faulkner

## 2009 Business Meeting

Thirty members from near and far attended a productive CAMM business meeting; 15 National officers and 15 members at large.

National President Capt. Cal Hunziker called the meeting to order, Father Sinclair Oubre, CAMM's Chaplain, delivered the invocation, followed by the Pledge of Allegiance and roll call, which confirmed the necessary quorum. Capt. Klaus Niem was appointed Parliamentarian.

With the meeting's agenda projected onto the screen, members accepted proposals for amendment to have CDR Michael Henderson give a presentation on NOAA charts and items were added under New Business for the afternoon by Capt. Don Moore and Capt. Richard Klein.

National President Cal Hunziker gave the State of CAMM address, adjacent, followed by CDR Henderson's presentation (page 15).

### Secretary's Report

Membership has remained steady; as of this day, CAMM has 1064 active members. Capt Moore went into the breakdown of membership classes and read off names of new members over the last year.

Capt. Moore read the names of those who crossed the final bar over the past year, and asked for names of others he may have missed. Eight bells rang followed by a moment of silence to honor those.

As Secretary, Capt. Moore's goal for the next two years is to continue increasing the general publics awareness of the American maritime industry and providing a social outlet for Masters to keep abreast of current maritime related

events. He noted that last year he said the newly-installed MAS database system could be helpful in attaining these goals. "I didn't realize just how true that statement was. The more I work with the system, the more help it is to me. Many of the tasks that were tedious and almost impossible to complete in a reasonable time, have been made much easier."

Capt. Moore is now able to send letters, answer questions and create notices beyond his previous capabilities. MAS allows us to collect seasonal addresses, so snow birds can receive timely notices no matter where they are living, and announce social gatherings which generate greater interest in local chapters. We can record biographical and career data, compile lists of expert witnesses, volunteers to become speakers at school career days, and docents at maritime exhibits. By using MAS, we can do a lot to improve our internal communication and to better fulfill our stated mission goals.

As both Captains Bradley and Hunziker mentioned, CAMM is a treasure trove of Maritime knowledge and experience. Please send your sea stories and experiences and I will record them. We can better educate the public and satisfy our mission by saving this history.

### Treasurer's Report

Our present financial status is sound right now, but spending trends need to be looked at if we are to stay in the black. The last two years have shown that we have spent more than we have taken in.

### Chapter Reports

None of the Northeast chapters were represented, therefore, no reports were given.

Port Everglades/Miami Chapter President Capt. Dave Goff reported their chapter has 42 members, and after trying many meeting venues over the past year, believe they have finally found a permanent location at the Deerfield Country Club.

Tampa Bay Chapter President Capt. Dave Williams reported much success with gaining membership through distribution of the marketing tri-fold CAMM produced after last year's AGM.

The Mobile Bay chapter was represented by Capt. Pete Booth, who reported the chapter was fairly inactive; most members are happy to be National CAMM members.

The New Orleans/LA chapter was represented by chapter member CE Horace George, reported success with younger associate members bringing the older, retired members to meetings.

Houston Chapter President Capt. Jack Lane reported a membership of 30+ members, with anywhere between 6-13 attending each meeting. He thanked Captains Mc Cright, Farthing and Roth and companion member Mrs. Robbie DeVries for their efforts in putting together this year's Conference and AGM.

Capt. Gussie Roth, who heads the cadet chapter at TAMUG, reported 10 members, with their next goal to take on Freshmen. TAMUG will be cruising this summer with Cal Maritime, and will recruit them to start a cadet chapter.

Los Angeles / Long Beach Chapter President Capt. Dave Boatner reports a new location for their meetings, now at Ante's in San Pedro. Their diverse membership, including two retired USCG COTPs, allows thorough discussions on issues – most recently – piracy and the

*Continued on page 21 >>>*

# Gala Dinner

## Keynote Speaker

# REAR ADMIRAL MARY LANDRY

Director of Governmental & Public Affairs, USCG

Addressing a room full of Master mariners in the midst of many (and controversial) ongoing changes taking place in the industry ranging from licensing and credentialing to safety to regulations to criminalization; add piracy to boot, is a daring task for any USCG-flag officer. R. Adm. Mary Landry accepted the challenge, filled in some of the blanks, reassured us the USCG does listen to our concerns, and most importantly, continues to work to improve poor relations between CAMM Masters and USCG bureaucracy.

Opening with a remark about over 1400 years of cumulative experience in the room, she got right down to business by addressing one of the top issues on the Master's mind — their license. She assured us that Masters will continue to receive a hard copy of their license for mounting in addition to the passport-type credential booklet now implemented going out on all new license and license renewals. The move to the passport-style credentialing is to bring US credentialing in line with International standards. She noted the importance of the mounted license to Masters as "professionals with dedication to their work" and the reason for the continuation of a mounted license was in direct response to our requests. The fear is that this is the first step in the elimination of the license

and that the credentials will rule over license.

Moving on to more dramatic current events in the spotlight, R. Adm. Landry delved into the *MAERSK ALABAMA* and piracy, a source of "lots of pent up frustration." She told us about how the DHS Maritime Operational Threat Response Plan brought entities together - FBI, Company, DoD, etc. - to be aligned on the *MAERSK ALABAMA* situation and to work together. Her first advice was to put out a press statement as soon as possible, because if you don't, well, we've "all seen how the media fills the void." She informed us the Secretary of Defense office takes the lead on press and media.

R. Adm. Landry reminded us that Adm. Allen, Commandant, USCG, issued a directive for security measures for high risk areas 1-1/2 years ago and now needs updating after the incidents in the past few months. Next week R. Adm. Brian M. Salerno, Assistant Commandant for Marine Safety, Security, and Stewardship is to sit with the industry and look at tools and derive new plans with solutions. They'll be looking at what the *MAERSK ALABAMA* crew did that worked



R Adm. Mary Landry shows us a copy of the USCG publication, *USCG Proceedings*.

and what didn't. Ideas are to put stores in control room, etc.

She closed the piracy discussion with the well-known fact (at least in the maritime shipping industry) that many American citizens don't realize how important shipping is, especially in that region of the world.

Next, R. Adm. Landry went outside the maritime aspect and touched on the H1N1 outbreak in Mexico, which at that time, had not entered the US. As part of DHS, Landry is part of a Pandemic Task Force team working with the Center for Disease Control (CDC). She had spent most of the day on conference calls discussing ideas on dealing with H1N1 if cases are reported in the US.

In the Q&A session, Capt. Klein (Seattle/PNW), brought up the Congressional ruling that the USCG can ask the merchant mariner to surrender their credentials. R. Adm. Landry was unaware of this and asked him to send her specifics. Capt. Hunziker told R. Adm. Landry that he appreciated Adm. Allen's mixed feelings on licensing and credentialing system, but asked,



Gala Diners attentively listen to R. Adm. Mary Landry during her keynote address.



The Ladies: Mrs. Linda Niem, Mrs. Carolyn Booth, Mrs. "Tonka" Lane, Mrs. Lisa Hunziker, Mrs. Linda Bradley, Mrs. Jackie Moore, and Ms. Christina Hunziker



Mrs. "Tonka" Lane draws a lucky raffle winner. Capt. Don Moore.



Capt. Robert Phillips and Capt. Jack Lane



Capt. Liz Clark and Father Oubre

which way the USCG is going to go. Landry replied that we all need to give it a chance to test it out and that improvements will need to be made – but give it six months or so for Martinsburg to work it out. Capt. Goff (PE/Miami) commented that Masters just want it done so it works.

Capt. Bradley (Col. River), asked about the Seaman's Manslaughter Act and why the USCG acts as judge and jury and why seafarers are the only ones to be tried under *simple* negligence. R. Adm. Landry was not up-to-date and asked us to fill her in later. Capt. Hunziker resounded that Masters do not like the USCG acting as judge and jury on our cases. Capt. Williams (Tampa) brought up that criminalization is now sought on most incidents.

Landry concluded the evening by joking, "by the way, I'm not coming back!" R. Adm. Landry assumes a new position in the USCG as 8<sup>th</sup>

District Commander June 1<sup>st</sup>.

Capt. Hunziker, in a gesture of good faith, presented R. Adm. Landry with a CAMM plaque for recognition for continuing efforts to improve relations between the USCG and the merchant marine. In cases where R. Adm. Landry couldn't definitively answer of our questions, she did listen and is an ear to take back our voiced concerns, along with copies of our position statements that came out of the earlier meeting, to USCG Headquarters.

☆

PHOTO CREDITS: PETE BOOTH AND DAVYNE BRADLEY



Above: Captain Cal Hunziker presents a plaque to R. Adm. Mary Landry for continuing efforts to improve relations between CAMM and the USCG.

Left: R. Adm. Landry takes notes from Captains Hunziker and Bradley.



Above: Mr. Will Watson, Capt. Don Moore and Capt. Dave Boatner. Left: Capt. Klaus Niem.

**RAFFLE**

**4 lucky winners:**

<b>\$752</b>	Captain Stuart Valentine Port Charlotte, FL
<b>\$451</b>	Ms. Diane Strachota Naples, FL
<b>\$150</b>	Captain Benjamin Joyce Virginia Beach, VA
<b>\$150</b>	Captain William Straley Campbellsville, KY

# Annual General Meeting

# S 2009 LALONDE SPIRIT OF THE SEAS CAPTAIN CHARLES "CHICK" E. GEDNEY S

by Capt. Bob Phillips, Committee Chair

The recipient of the 2009 Lalonde *Spirit of the Seas* Award is our very own Captain Charles E. Gedney, CAMM #532-L, a member of the San Francisco Bay Area chapter, as well as a past national president of CAMM. We wish to congratulate Captain Gedney on this and his many other accomplishments.

Captain Tom Bradley who nominated Captain Gedney.

Captain Gedney was a wartime graduate of the US Merchant Marine Academy and is a lifetime alumni member with over 45 years time as a licensed Unlimited Master Mariner. He sailed in all licensed deck capacities and commanded 12 APL ships over a span of twenty some years, and was the Senior Master of APL.

He worked ashore for APL as both port captain and marine superintendent. He is credited with bringing CAMM to the west coast, being one of the four founding charter chapter members of the San Francisco Bay area chapter of CAMM in 1971. In addition to holding several National offices, he chaired the *Sidelights* committee and currently serves on the Constitution and By-Laws and the *Sidelights* committees and continues to write articles for *Sidelights*.

Captain Gedney has worked with boys and girls interested in seamanship and life at sea and local propeller clubs. He has always been honest and true to his crews, treating them fairly and equally, and has been a champion for the protection of the master's rights, both professionally and legally. He has acted as an expert witness in several court cases and continues to work on behalf of both CAMM and the master.

Captain Gedney's outstanding professional career and unselfish contributions to both the maritime industry and CAMM make him a credit to the Council of American Master Mariners and a truly exceptional recipient for our most distinguished award.

## Acceptance

by Captain Gedney, read by Captain Tom Bradley, accepting on his behalf.

It is with great regret that I was unable to attend the 2009 National Meeting and to be able to respond in person to the Signal Honor that is being bestowed on me by the Council of American Master Mariners today.

The plaque on my wall that I received upon joining CAMM says that my acceptance in to the Council was May 30, 1966. That tells me I have been a member of CAMM just five weeks short of 43 years. During that period of time I had the pleasure of being involved in the formation of all four of the west coast chapters.

What was to be the SFBA Chapter started meeting in 1969. Because I favored joining an established organization rather than creating a west coast group, writing the letters was assigned to me. In 1971, the still unchartered SFBA chapter received a letter from the national secretary saying we were apparently caught between two stones. The chapter could not collect the money for a charter until we were a chapter and we could not be a chapter until we paid the charter fee of \$100.



Photo Courtesy of Chuck Vierbrook



Captain Gedney receives his award at the local SFBA meeting on May 5<sup>th</sup>, presented to him by SFBA President Captain Klaus Niem. Left, Capt Phillips presents the award at the Gala in Galveston.

My personal check for the \$100 fee was sent in with the new request for chapter status which then went through. The money was later reimbursed to me by the chapter.

While serving as South Pacific Area Vice President, Captain Tom De Temple, the man who was responsible for the formation of the Los Angeles/Long Beach Chapter, called on me for advice because he was receiving the same stonewalling on receiving a charter from the National in New York that the SFBA Chapter had been subject too. The LA/LB chapter charter went through when Captain De Temple used the same procedure as SFBA.

After three years as South Pacific Area VP, CAMM National notified me that I was to be both South Pacific and North Pacific Area VP because the North Pacific Area only had 17 members. The following year the



National advised I was to be the North Pacific Area VP only. Two months later, National CAMM announced that the Pacific Northwest area was being shut down and the position of North Pacific Area VP was being eliminated because the area did not have the 50 members required by the CAMM Constitution. It was New York's first attempt to get rid of me.

I wrote to Captain K.C. Torrens, the then-National President, asking him to keep the area open and promised to have the necessary 50 members by the end of the year. There was no response from either him or the National.

I nominated Captain Don Moore, Jr. for membership in the council and he became a tireless worker to build up the PNW membership and later became the Chapter's first president. By the end of the year the Sea/PNW Area had the necessary 50 members to avoid being shut down.

With the help of Captain Rod Palmer, Captain Moore and several other people, the first meeting of the prospective Sea/

PNW was set up in Andy's Diner on First Ave, Seattle. I called the meeting to order and chaired same until the local membership elected their own representative. The Sea/PNW group was again subject to the same stonewalling. Captain Moore gave me a letter he had received from the National Secretary telling him it was not necessary to be chartered. He said the group should just have meetings for a year or two until they were sure they would be successful. Captain Moore continued pressing for a charter which was then received.

Captain Tom Bradley was nominated to CAMM by me in 1979. Somehow the application and check was lost by the national secretary, and it took nearly a year to get it straightened out. Captain Bradley did most of the work to get the Columbia River Chapter started. I, as National President attended the first meeting of the Columbia River chapter to give him support.

Over the years I had the privilege of serving as SFBA Chapter President twice, three years as South Pacific Area VP, one

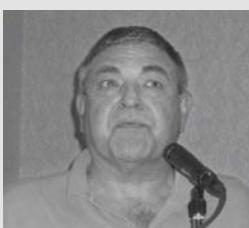
year as both North Pacific and South Pacific VP, two years as North Pacific VP, three years as National Second VP, three Years as National First VP and two years as National President.

In 1977, as VP of the San Francisco Chapter, I was also the first delegate ever from an outside chapter to attend a National Meeting. The meeting was held in the New York Yacht Club on 46<sup>th</sup> Street, New York City.

I served as a reserve officer in the US Navy for 22 years, from 1944 to 1966. I am a life member of the NLUS (Navy League of the United States) and belong to both the regular area council of the NLUS and the San Francisco Merchant Marine Council of the NLUS.

It has been an honor, privilege and a pleasure to serve and belong to the Council of American Master Mariners for all of these years. My most sincere thanks to the membership for bestowing on me the the Lalonde *Spirit of the Seas* Award.

Thank you ☆



Capt. David Goff

#### AGM >>>Cont'd from page 17

"USCG theft of license." He reported their stance on piracy was that it is a government problem, and government needs to fix it. Their consensus was that non-governmental military should be brought in.

San Francisco Bay Area President Capt. Klaus Niem boasted their chapter membership stands at 108. He recapped an impressive and interesting list of guest speakers over the past year.

Columbia River Chapter President Vic Faulker reported they hold two meetings in Astoria each year to accommodate the shifts for the Bar Pilots. Their membership is growing and their goal is to compete with SFBA and SPNW for largest chapter.

Seattle / Pacific Northwest President Capt. Richard Klein reported on the successful golf tournament they held earlier in the year to benefit YMCA, a high-school maritime program. He reported that 1 in 4 businesses in the Seattle area are maritime related. As with all CAMM chapters, they too, are against piracy.



CE Horace George



Father Sinclair Oubre

#### **International Reports**

Company of Master Mariners of Canada, represented by CMMC Secretary Capt. Ratch Wallace, reported they have similar membership issues. "Our missions are similar and our participation in National and International Maritime Issues coincide." Interaction between the two groups continues to produce good results. They've developed a Strategic Plan which includes rewarding scholarships and grants, and funding conferences. They used CAMM's positions/views process as a base for developing their own positions process.

IFSMA Vice President and CAMM representative Capt. Jerry Benyo reported on an 80-page document on IFSMA policies he received in preparation for the following week's meeting in Rio de Janeiro. Because of the distance, he doesn't believe it will be as heavily attended as last year's in Europe. He spoke of a UN resolution in December to annihilate pirates, which he suggested CAMM align itself with that resolution. The two main issues IFSMA is pushing for are procedures and training for use of lifeboats in

*Continued on page 23 >>>*

# Annual General Meeting

## Current CAMM Positions

### Criminalization of Shipmasters

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

### Ports of Refuge

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

### One-Man Bridge Watch

OPPOSE one man bridge watch in effect in some commercial fleets. SUPPORT amendment to international regulations requiring an additional bridge watch stander for vessels of 1600 gross tons and larger rather than forcing such a ship out to sea.

### Law of the Seas

OPPOSE U.S. ratification of the Law of the Sea Treaty, which would give important domestic powers to an international authority based in Brussels. Specifically oppose provisions which would result in American ship masters accused of offenses at sea being tried by an international court in Europe, and conducted without the benefit and protection guaranteed by the Constitution of the United States.

### Witness Treatment by US Officials

OPPOSE detention of crew of violating ships for the purpose of serving as material witness(es) for an unreasonable period of time, causing loss of liberty, wages, and proper due process.

### Contamination and Safety

SUPPORT efforts of all regulatory agencies to detect and hold accountable

all substandard vessels of all flags and registries which contaminate US waters through discharge of oil, contaminated water, sludge, sewage, etc. Ships infested with roaches, rats and other vermin having insufficient fresh water for crew needs, and lacking basic safety and sanitation conditions should not be permitted to operate in US waters.

### Support IFSMA's Fair Treatment of Seafarers

SUPPORT the formation of an ILO/IMO Working Group on the Fair Treatment of Seafarers, to develop internationally accepted guidelines for addressing actions against and criminalization of seafarers. SUPPORT the IFSMA proposal modeled on the 1991 IMO guidelines on oil pollution.

### Seafarers Biometric Cards

SUPPORT US adoption of ILO Convention 185 for Seafarers Biometric Cards. The lack of adoption has resulted in US cancellation of crew list visas.

### ILO Maritime Labor Convention

Support ILO Maritime Labor Convention 186 to eliminate sub-standard shipping with respect to maritime labor. Convention 186 lays down stringent rules regarding working conditions and request proof of compliance from ships. Port State control officers have the power to fine and detain ships which do not abide by the "Seafarers' Bill of Rights".

CAMM also supports the two thirds majority vote of member states for adoption of the "Seafarers' Bill of Rights" and urges US adoption of this doctrine.

### IFSMA's Position on Watch Stander's Fatigue

SUPPORT IFSMA position on Watch Stander Fatigue and the idea of establishing a minimum rest period to improve safety.

### IFSMA Advocates Goal-Based Manning

SUPPORT IFSMA position that minimum manning levels established by Flag States be "performance based", taking into consideration ship type and trading pattern.

### Seaman's Manslaughter Act

CAMM SUPPORTS changing the Seaman's Manslaughter Act to require a higher standard of proof than simple negligence.

### US Coast Guard ownership of Merchant Mariner Credential (MMC) / License

CAMM stands in opposition of the Coast Guard's position that they own the new Merchant Mariner Credential (MMC) / License and can revoke or recall them at any time without cause as set forth in the Code of Federal Regulations.

The person who has been issued a USCG MMC / License owns that license or document. The license or mariner's document is surrendered to the Coast Guard only after due process.

### Vessel Documentation, Inspection & Mariner Credentialing

CAMM supports the transfer of vessel documentation, vessel inspection and mariner credentialing from Department of Homeland Security to Department of Transportation. This change would align US maritime policy with that of other seafaring nations.

### IFSMA E-Navigation Comments

SUPPORT IFSMA Working Group comments regarding having newly installed E-NAV equipment designed and driven by watch standers rather than technicians.



## **Support for Master and Mate of *HEBEI SPIRIT* imprisoned by South Korean Government**

CAMM urges the Korean courts to completely exonerate the Master and Mate of the Hebei Spirit in all charges relating to the allision and spill.

CAMM joins IFSMA and other International Maritime Organizations in protest to this ruling and will do what it can to publicize this event.

## **International Piracy On the High Seas – Elimination of**

As a group of professional Master Mariners we are united in the effort to defeat all piracy anywhere in the world. The tradition of the Navies around the world are to protect the shipping lanes of world commerce.

We support the UN resolution adopted Dec. 17, 2008 and urge the militaries of the world to work to defeat piracy wherever it may be.

CAMM's position is that the best strategy to prevent further piracy against US-Flag commercial vessels and their crews is for the US government to immediately provide US-flag vessels with the force protection necessary to prevent any further attacks. CAMM asserts that it is the responsibility of the US Government to provide the force protection necessary to ensure the safety of life and property aboard US-Flag vessels.

## **Urge the President to fill maritime vacancies**

The Council of American Master Mariners urges the President and the Secretary of Transportation to move expeditiously to appoint a new Maritime Administrator. The maritime industry in the US is too important to the nation's economic recovery to leave MarAd undirected during these challenging times. Further, the President should also nominate two knowledgeable individuals to fill vacancies on the Federal Maritime Commission (FMC) – and to appoint a chairman for the FMC.



### *AGM >>>Cont'd from page 21*

accidents and crowd control, and issuing insurance for foreign captains in foreign ports.

### **Positions Discussions**

With reports finished, Capt. Cal Hunziker read through the positions for members to think about while they ate lunch before we came back to discuss in more details and vote to keep, drop, or amend.

After recharging with lunch, positions statement discussions were once again the highlight of the business meeting. After two and a half hours, a couple were dropped, about half amended, and four new positions were added. As expected, our position on piracy was well-debated with input ranging from the role of world Navies, rules of engagement, role of governments, AIS issues, arming officers/crew and more. The final results are published on the adjacent page.

### **New Business**

The financial committee requested that they be brought into the decision process more regularly. Capt. David Williams, a member of the Financial Oversight Committee, spoke openly that deadlines were not met in providing the committee financial data to approve the 2009-2010 budget before the meeting as per the By-Laws. He reminded the Board of Governors (BOG) that the budget is not presented for the first time and approved at the annual BOG meeting. He asked that the BOG enforce the By-Laws. Capt. Bradley proposed the deadlines be extended to a maximum of sixty days from this date to allow the financial oversight committee to thoroughly review and approve the budget.

Next, Capt. Tom Bradley, Chair of *Sidelights* and website committees, spoke on the publication and fielded questions

regarding advertising. *Sidelights* does have an advertising policy and rates, which he showed are available on the website in the *Sidelights* section. He then showed members the forum and the events calendar. A few chapters are up and running with their chapter calendar, but still more work to do in this area.

Capt. Richard Klein took the floor next, with a proposal for changes to the marketing tri-fold they unveiled last year. He also proposed a re-write of CAMM's mission statement which discussed, amended and approved. (The new wording is on the front cover of *Sidelights*.) He then proposed a membership exchange program with other Maritime oriented groups. Navy League, Propeller Club, and Port Engineer's Groups. The idea was accepted in principle, but details will need to be worked out and approved. Next on Klein's agenda was to ask that an easy access list of congressional members so that CAMM members can more easily write letters for our causes. Tom and Davyne Bradley replied that it's already in the works, but will still be some time before it is implemented. Capt. Hunziker commented this concept will tie in nicely with the Political Outreach Committee he plans to put together.

Capt. Moore took the floor, asking members to vote on how to handle ambiguous proxy cards and confirm procedures for members with dues in arrears.

Time was late, and with no further business, the annual general meeting was adjourned. The Board of Governors meeting followed.

The Tampa Bay Chapter, in celebration of its Twenty Year Anniversary, has agreed to host the 2010 meeting. Details will be published as hotel reservations are firmed up. ☆

## Maritime action needed in Washington



by Will Watson  
Maritime Journalist  
#3256-A

administration and Congress focused on economic issues and partisan paybacks, important maritime issues are still hanging fire.

Critical bills introduced in the last session include the Coast Guard Authorization Act (which included numerous funding and regulatory measures beyond the USCG appropriation) and a bill – important to and endorsed by CAMM - that would have transferred administrative law judges that hear licensing appeals from the USCG to the National Transportation Safety Board.

None of last year's legislation has yet been re-introduced although it is universally believed that a USCG authorization bill will be coming, albeit late in the session. One measure that is expected to see light soon on Capitol Hill is a measure that would use some of the federal stimulus money to fund a short sea system for the US. Congress demanded last year that the Department of Transportation move forward with the plan that would move cargo from highways to canals, rivers and coastal waters. But precious little money has been approved to fund the demand.

Congressman Elijah Cummings, who chairs the important House Subcommittee on the Coast Guard and Marine Transportation, has said he

A lot of positive ground was gained in the last session of the US Congress relating to the maritime industry, but unfortunately as most of the bills never cleared both houses, it all died. Now, with a new administration

intends to introduce and shepherd a bill to fund building the system.

One other measure likely to be revisited by this Congress is ratification of the Law of the Sea Treaty. Opposed by CAMM, but endorsed by the USCG, the Navy and many in the offshore and petroleum industries, the measure is expected to pass this time around. With arctic oil exploration expected, many in Washington feel that the US will be at a disadvantage at the bargaining table when arctic regions are carved up – unless the treaty is ratified.

### Appointments needed

While the Obama administration hasn't been shy about making appointments to top federal posts, three that have not been filled are the Maritime Administrator's job and two vacancies on the Federal Maritime Commission. Since Sean Connaughton left MarAd in January at the end of the Bush administration, the critical agency has been operating with a reduced civil service staff at the helm.

Insiders in Washington concede that

*Watson >>>Continued from page 14* for these guys. It doesn't get them a lot of votes. Cargo doesn't vote and ships don't vote."

He expressed how important it is for CAMM members to let the USCG, Congress, and others know how we feel on issues. They are receptive; we need to keep at it. He talked about National Maritime Day events including the opening of a maritime exhibit at the Smithsonian. He pointed out that many industries put together a day in Washington for Congressmen where they bring in key players from the industry to explain how the industry works, why it's important, and talk about specific bills. He suggested CAMM does the same.

Mr. Watson opened a discussion on piracy issues in preparation for our posi-

little will happen with maritime projects until a new administrator is named. Two other posts that need

to be filled are the FMC seats and a new chairman needs to be named. Bush nominated Connaughton for the FMC chairmanship at the end of his term but the nomination was killed by the California Congressional delegation.



Photo: Will Watson  
Congressman Elijah E. Cummings, Chair of Coast Guard and Maritime Transportation Subcommittee.

### Regulations aplenty

What will likely come from Washington in the coming months is more information on the plethora of federal regulations – some that originated domestically and others with international impact.

From TWIC and AIS to ballast water, vessel air pollution and maritime salvage, it is critical that the industry and those who work in it keep their antennae up for new bills and rules. ☆

tion discussion the next day. He said that everyone from the Pentagon to the National Security Council is trying to figure out how to fix it, because they all want the credit for fixing it. Adm. Allen is developing a directive for piracy measures as part of Vessel Security Plans. The big challenge is in the number of countries involved – flag-state, officers, crew, cargo companies, etc. Discussion revolved around rules of engagement, using AIS to ship's advantages, camaraderie of crewmates, and ransoms. Paying ransom encourages more piracy – pirates can procure more arms, better equipment (track AIS with laptops) and supplies to attack further away from shore. Ransoms are often split 3-way by ownership, P&I Club, and beneficiaries of cargo. ☆

# Dear Sidelights

## AGM Attendee

After a hiatus of several years, I represented the Mobile chapter at the annual meeting of CAMM recently held in Galveston. Here are a few of my impressions as a first-timer:

- The professionalism of the annual meeting was exceptional! The topics and issues discussed were wide-ranging, interesting and oft-times stimulating. The CAMM took a written stand on a whole host of issues of interest to the maritime profession. I offer my compliments to the collective CAMM leadership including that of our president, Captain Cal Hunziker.
- The organization and logistics under the leadership of the host chapter were perfect including the participation of Texas A & M – Galveston, the accommodations and meeting rooms at a fine hotel complex, a lively hospitality suite, and fine dining all added to a most agreeable venue. Thanks to Captain Jack Lane, his wife and his team who put it all together.
- The attendees represented a broad cross section of the maritime community and were not reticent to speak up and be heard on the issues. This included a lively talk and ensuing dialogue by the banquet's guest of honor, Rear Admiral Mary Landry, U. S. Coast Guard, soon to be the district commander in New Orleans, who promised to take the energetic inputs back to her headquarters in Washington.

Overall, CAMM 2009 was a most enjoyable and productive session, well organized and with a clear professional thrust.

Captain Peter B. Booth, #3063-R  
Pensacola, Florida

## Arms aboard Merchant Ships

The USCG and ship owners and vessel managers don't want arms aboard their vessels, even if the arms are in care of the Master. Lawyers for the shipping companies and even Admiral Thad Allen pointed out on Sunday April 12th on ABC, that seamen will do more harm to themselves and other legal ramifications. Maybe we are still Wards of the Court. I am taking exceptions to their logic. Most graduating cadets from our Maritime colleges have to join the Naval Reserves, where they receive small arms training. This type of training is also available through the International Organization of The Master, Mates & Pilots in conjunction with MSC.

In 1983, while as Chief Mate aboard the *AMERICAN MONARCH*, loading arms and military ordnances in Port Chicago, CA. United States Lines office informed us that MSC will be placing small arms and ammo on board. We received 6 Mossberg 12 gage shotguns, 6 – 38 cal. Colts, 3 M16's and 3 carbines with grenade launcher attachments and sufficient ammunition. All arms and their ordnance were locked into a steel chest, located in the wheel house with a nice cushion to sit on. The arms chest had combination locks and only the captain and I knew the combination.

All deck officers and crew members interested, had to go

to the Concord Naval Weapon Station for three days of small arms training, including arms safety and handling. Once a week we had target practice at sea. Nobody got hurt and all observed arms safety.

Captain Klaus Niem, #2167-R  
San Francisco Bay Area

## The Nautical Mile and the Kilometer

I write this to you, tongue in cheek, realising that there is a good deal of interest and concern about the conversion from our profession's measurements using nautical miles to the metric system's metres and kilometres. However, many years ago we used a measurement of Leagues (roughly 3 miles), and that seems to have gone the way of the Dodo!

I refer to Captain "Chick" Gedney's letter, in the Winter 2008 issue of *Sidelights* entitled "The Nautical Mile and the Kilometer" (normally spelled "kilometre") I am one of those people who are "too lazy or too dumb to do mathematical calculations in anything but base ten." If Captain "Chick" Gedney is undertaking any mathematical calculation, in all probability he will making those calculations using base ten. I feel sure that what he meant to say was "using units having multiples of ten."

That being as it may, for fear that any student of navigation may take Captain "Chick" Gedney's assertion as correct, I offer the following correction to his definition.

The earth is an oblate spheroid, as such the measurement long the arc of one minute of Latitude will not be the same at the Equator as it is at the pole.

*The nautical mile can be defined as the measurement on the great circle subtended by one minute of arc at the centre of curvature of that arc.*

As the earth is an oblate spheroid, the centre of curvature of the arc will be located in many different positions, and not necessarily at the "centre" of the earth. The distance measures along the arc will vary from 6048 feet (1843 metres \* or 1.843 kilometres) at the Equator to 6108 feet (1862 metres or 1.862 kilometres) at the poles.

For convenience, we navigators assume a measurement of 6080 feet (1853 metres or 1.853 kilometres.) This was the measurement of a nautical mile at Greenwich, England.

For reference there is also a unit defined as a Geographic Mile which is equivalent to a nautical mile measured along the arc of the Equator. This is a distance of 6087 feet (1855 metres or 1.855 kilometres)

While, for the measurement of depth and height above sea level, the hydrographers of the world are (slowly) moving from 'fathoms and feet' to 'metres' and decimals thereof, it may be recalled that a fathom bears a close resemblance to 1/1000 of a nautical mile and in fact 'one cable' is equivalent to 100 fathoms, although it is generally referred to as being 1/10 of a nautical mile.

Peter Turner  
Company of Master Mariners of Canada  
*\* The equivalents used here are to 4 significant figures*

## The International Lifeboat Group



by  
Rodger Mac Donald,  
Secretary General,  
IFSMA

the powerful lobby of lifeboat manufacturers at IMO.

In 2007, IFSMA joined other International Groups who had shown deep concern that there were too many serious accidents and deaths being caused during lifeboat drills which many administrations state are mandatory. This group was named the International Lifeboat Group, (ILG). The other participants in these groups included the UK Administration, the International Transport Federation, the International Chamber of Shipping, Intertanko, Class, Maritime Accident Investigation

IFSMA has for many years been concerned about accidents involving davit launched lifeboats. We found that little progress could be made as a sole voice against

Bureau, Representatives from the training establishments, and the Lifeboat Manufacturers Associations.

I am pleased to state that we have achieved some success with measures to prevent accidents with lifeboats - SOLAS amendments were agreed by ILO DE sub-committee.

Draft amendments to the International Life-Saving Appliances (LSA) Code and the Recommendation on testing of LSA were agreed, for submission to MSC 86 for approval and subsequent adoption. The draft amendments add to and replace, as appropriate, the existing paragraphs relating to on-load release systems for survival craft, to ensure they are adequately secure and cannot be released inadvertently.

A related proposed draft amendment to SOLAS chapter III, to require the replacement of certain existing release hooks not complying with the new requirements, was also agreed for submission to MSC 86 for approval and subsequent adoption.

Draft Guidelines for the fitting and use of fall preventer devices (FPDs)

were agreed for submission to MSC 86 for approval. An FPD can be used to minimize the risk of injury or death by providing a secondary alternate load path in the event of the failure of the on-load hook or its release mechanism, or of accidental release of the on-load hook, but should not be regarded as a substitute for a safe on-load release mechanism.

The Sub-Committee also agreed draft amendments to the Guidelines for periodic servicing and maintenance of lifeboats, launching appliances and on-load release gear (MSC.1/Circ.1206, annexes 1 and 2) for submission to MSC 86 for approval.

The ILG will continue to work on prevention of accidents involving life saving appliances in general. This will include the on-going review of SOLAS Chapter III and the LSA Code, using a goal-based approach which sets out goals (including: escape, survival, notification of distress and rescue) and functional requirements (including: communication; personal life saving; mass evacuation; and search and rescue). 

## 35<sup>th</sup> IFSMA Annual General Assembly Report

*submitted by Rodger Mac Donald,  
Secretary General, IFSMA*

On the 6<sup>th</sup> and 7<sup>th</sup> May 2009, the International Federation of Shipmasters' Associations held its 35<sup>th</sup> Annual General Assembly in Rio de Janeiro. Thirty seven delegates actively participated in important debates relating to the papers presented.

The first group of presentations focused on the development of Electronic Navigation and how it will affect the shipmaster in the near future.

### Coastal Domain Awareness

Individual member, David J. Patraiko, discussed the growing demand by national administrations for improved Coastal

Domain Awareness, driven by security, environmental protection, improved navigational safety, accountability, commercial efficiency, incident response effectiveness, and political reactions.

There is no doubt that the technology exists today to plot the course of every vessel during its entire voyage. The legal issues to implement the mandatory requirements are under review, and the procedures on its operation are to be agreed. The need for training for these new requirements will have to be addressed

Some of the benefits that Coastal Domain Awareness could bring are: providing useful advisory service, creating better teamwork between Ship and

Shore, assistance to help avoid bunching and congestion, providing advice for slot management to provide a safe passage in confined waters.

Feedback from ship's officers relating to Coastal Domain Awareness was mostly positive but there was an emphasis that good communication will be essential. There is some concern that too much information and warning alerts and alarms should be graded.

David recommended that IFSMA and NI have a leading role to play in ensuring that developments in Coastal Domain Awareness continued to support the role of shipmaster.

## E-Navigation: its effects on watchkeepers and operators

Peter Turner representing the Company of Master Mariners of Canada commenced his paper on e-Navigation explaining that the early concepts of e-Navigation really came into being when Electronic Charts were first discussed. Initially, e-Navigation was expected to utilise the components that were being used aboard ship at that time. It was assumed that the "e" in e-Navigation stood for electronic. As a starter this concept was good. However, once this was voiced, many other uses for this were envisaged. Now the "e" in e-Navigation would be better expressed as "enhanced" or "encompassing".

The generally accepted current definition of e-Navigation is: the harmonised collection, integration, exchange, presentation and analysis of maritime information onboard and ashore by electronic means to enhance berth to berth navigation and related services for safety and security at sea, and the protection of the marine environment.

From this definition alone, it can be seen that e-Navigation is a lot more than first envisaged. Users of e-Navigation will include port authorities, vessel traffic services (VTS), environmental agencies, shipowners, pilotage authorities and of course the navigating watchkeeper.

The phased-in implementation of e-Navigation will likely be continued into the decade commencing 2012. At the same MSC meeting the Committee approved the sub-committee recommendation that the carriage of ECDIS would be mandatory and phased in between 2012 and 2018. Effectively, paper charts will be withdrawn from circulation. e-Navigation can only be implemented after ECDIS is installed.

The capabilities of e-Navigation and displays on ECDIS are considerable, and maybe even greater than those envisaged at present. Some of the present capabilities include:

- Charted water depth updated to give real time water depth;
- Up-to-date Notices to Mariners or Navigation Advisories relating

to navigation on approach to harbours;

- Real time current and wave information derived from "Smart Buoys" in approaches;
- Seasonal "Areas to be Avoided" relating to endangered species such as North Atlantic right whales;
- Relayed information from VTS and Coastal Radio stations;
- Specific meteorological and climatological information (ice routing and ice conditions);
- Overlays of radar information including AIS information received from ships;
- Guard contours indicating shallow water through which the vessel cannot navigate;
- Isolated dangers, including shoal waters; and,
- Warning overlays relating to the dimensional particulars of the ship (beam, draft, length, air-draft)

The display can therefore be modified to suit the needs of the navigating watchkeeper or other user, (VTS, Port Authority, etc.) However care must be taken to not overload system with the information derived from the other components of e-Navigation, thereby rendering the chart over-informative, cluttered and ineffective. The navigating watchkeeper must retain the ability and right to switch out overlays.

With the information available to the navigating watchkeeper, there may be a tendency to navigate wholly utilising these displays. It cannot be emphasised too strongly that the watchkeeper must maintain a visual lookout, and utilise all means of navigation available to him or her. Information displayed in e-Navigation is susceptible to human error (digital input), mechanical and electronic malfunctions, and failures. With the double redundancy required

for the equipment, this risk is low but nonetheless it exists.

Information and risk assessment applied to close quarters' navigation can only enhance safety, but overload of information can render the equipment inefficient and even dangerous. It must therefore be user-friendly, and the development of the equipment must be user-driven. The capability of switching on and off the "overlays" must remain with the user.

Training in the use of all the components must be an essential part of the development of the equipment. All navigating officers must have the appropriate training to utilise e-Navigation equipment.

Bridge design will play a large part in the practicality of the equipment. The placing of displays providing information must be considered. The purpose is to make the bridge layout fit the e-Navigation equipment and vice versa.



Captain Jerry Benyo, CAMM Regional VP and IFSMA VP, speaks on our behalf at the IFSMA AGA.

## Marnis

A video sent to IFSMA from the European Union working group MARNIS was shown to explain how comprehensive marine communications could be introduced by 2020 in European waters where control centres were taken out of individual states and replaced by European centres. (IFSMA will ask for copies of the video to interested parties)

## The Dangers of Enclosed spaces

Marcel van den Broek of the Nautilus (NL) explained that following the loss of three seafarers on the *VIKING ISLAY* the UK Marine Accident Investigation Branch (MAIB) investigation concluded that the oxygen deficient atmosphere within the chain locker was caused by natural on-going corrosion of the steel

*Continued on next page >>>*



**IFSMA**

CAMM's voice in the IMO



PHOTO COURTESY OF RODGER MAC DONALD

IFSMA President Christer Lindvall addresses the delegates at the 35<sup>th</sup> Annual General Assembly.

**ISMA AGA >>> Cont'd from page 27**  
structure and anchor chain within the space.

The crew of *VIKING ISLAY* failed to recognise the chain locker was a potentially dangerous enclosed/confined space, or the likelihood that the atmosphere within the space could become oxygen deficient overtime. Consequently, well established permit to work measures were not considered before the space was entered.

Training and subsequent drills in the use of Emergency Escape Breathing device (EEBD) had not been sufficient to ensure that the limitations of the equipment were recognised in an emergency.

The ship manager's company policy on entry into enclosed spaces was not clear and did not take into account scenarios that could require crews to enter confined spaces while at sea.

A further consequence of this was that gas monitoring equipment supplied to the vessel was unsuitable for ensuring safe entry into enclosed spaces.

- The audit regime employed by the ship's managers to ensure compliance with SMS failed to detect deficiencies in training, equipment and safety culture on board *VIKING ISLAY*;
- Present approach;
- The present approach in the industry in many instances isn't adequate;
- Tragic loss of human life;
- Criminalization of shipmasters and the use of shipmasters as scapegoats;

- No international and no UK, mandatory requirement for the carriage of O<sub>2</sub> remote analyzing equipment.

Marcel concluded by recommending a resolution to be agreed by the assembly to address this subject.

### **Improving safety through IMO instruments?**

Captain Bjørn Haave of the Norwegian Maritime Officers Association explained that according to recent studies as many as 20% of groundings could be caused by fatigue. Accident investigations often state the accident was caused by the fact that the officer of the watch fell asleep. However there has been little development in dealing with this problem because everybody seems to be satisfied; shipowners, Administrations, the IMO as a body, Insurance, lawmakers, and environmentalists. However, some do have concerns: IFSMA, Sweden, India and the ITF does.

During the STCW-revision, Doc. STW 40/7/57 from IFSMA and the ITF was not supported by anyone at the last session on STW in London in February this year. The paper called for a minimum of 3 navigation officers, including the Master, on any ships of 500GT and above where a 24 hrs watch system is being maintained. IFSMA also suggested a definition of a minimum rest period and a maximum duration of a watch.

It has been established through numerous investigations that fatigue is a main cause of groundings. Investigations carried out by the Norwegian administration over the past years show that groundings have increased significantly in recent years on the coast of Norway:

2004	64 incidents
2005	73 incidents
2006	88 incidents
2007	117 incidents
2008	103 incidents

As many as 30% of the groundings are caused by the fact the the navigating officer had fallen asleep and that he was alone on the bridge. Most of the groundings happen to smaller ships which have a SAFE manning certificate that allows them to operate with only 2 navigators –

a Master and a mate. Total crew on board is normally between 4 and 6 persons.

These ships have a very tight schedule and call at port several times a week sometimes several a day. The responsibility of the Master and mate is: loading; paperwork; navigation; safety; security; International regulations; National regulations; communication; and other day to day work.

It is clear that time is in short supply, the STCW-Convention demands at least 10 hrs rest every 24 hrs period. Running 6 on 6 off watch system does not allow for all the work that has to be carried out in order to run a ship safe and secure and provide a look out. As a result of the under-manning of smaller ships, allowed by the administrations, the crew is also overworked. It is a fact that ships are sailing with only the navigating officer on the bridge in areas that are extremely demanding for navigation.

This is mainly because the crew need to rest to be able to carry out their work the next morning. The OOW may be the sole look-out in daylight provided assessment has been done to the weather conditions, visibility, traffic density, proximity of dangers and that assistance is immediately available to be summoned to the bridge.

When ships navigate in coastal waters there should always be at least an OOW and a lookout on the bridge not only at night but also in daylight.

Bjørn proposed a resolution on manning to take to IMO.

### **Insurance to protect Shipmasters from criminalization**

Robinson and Son presented a proposal to IFSMA members to provide an insurance policy that would offer support to shipmasters facing criminalization following a maritime incident. A DVD of this proposal is available to any member or association who are interested.

### **GPS jamming is causing concern for shipping**

Frederick van Wijnen explained that tests held in the UK have shown that

GPS can be jammed and serious errors can occur. However, eLoran readings remained reliable. The ability to jam GPS systems is relatively easy and inexpensive.

### **Shore Support**

Frederick went on to advise subject of Dutch experiment by replacing the ship's engineer on a small coaster. This is a result of automated engine room controls and the scarcity of competent marine engineers. However this requires good solid support from the shore organisation and good communications.

### **The danger of offshore windfarms to Navigation**

Frederick also highlighted the danger that offshore windfarms cause to safe navigation of shipping. The location of windfarms therefore should be planned that so that windfarms are located away from shipping lanes.

Under AOB, piracy was discussed with reference to arming seafarers and it was agreed that IFSMA stood by its Policy. However some delegates felt the situation may change, and we respect the position that CAMM has made for US flagged vessels with a US crew.

The assembly agreed to award IFSMA honorary membership to Julian Parker and Michael Gray.

The assembly agreed that the 36<sup>th</sup> AGA to be held in 2010 will coincide with the STW meeting due to be held in Manila June 2010.

The assembly noted that CMMC would invite IFSMA to hold their AGA in Halifax, Nova Scotia in 2011.

The meeting concluded with the adoption of the following resolutions:

### **IFSMA Res 1/2009 (AGA 35) Enclosed Spaces**

On the occasion of the 35<sup>th</sup> AGA, the delegates of IFSMA assembled in Rio de Janeiro, Brazil noted with great concern the continuous trend of fatalities and injuries among seafarers in relationship with enclosed spaces. Moreover delegates noted with concern how the prin-

ciple and the failure of the regulatory regime with respect to enclosed spaces at the international and national levels, could criminalize Masters.

IFSMA calls upon the relevant international and national bodies to take appropriate action to ensure mandatory carriage of remote O<sub>2</sub> analysing equipment on all vessels above 500 gross tons.

IFSMA further calls upon mandatory education and training in the use of remote O<sub>2</sub> analysing equipment.

IFSMA furthermore calls for the re-evaluation of all onboard safety equipment and safety procedures so they are fit for purpose and are compatible with the use on board vessels.

### **IFSMA Res 2/2009 (AGA 35) e-Navigation**

On the occasion of the 35<sup>th</sup> AGA, the delegates of IFSMA assembled in Rio de Janeiro, Brazil noted the effects and consequences of the further introduction of e-Navigation into shipboard operations.

IFSMA will continue to actively monitor and participate in discussions in order to ensure that e-navigation is going to positively assist the workload of the master and crew.

Moreover in this process IFSMA will emphasise the importance of defining the roles and responsibilities of all parties involved in e-navigation.

IFSMA recommends that before the implementation of e-navigation, the STW Sub- committee must review the syllabi for certificates of competency, adding new requirements and also identifying redundant subjects which must be amended, corrected or removed.

### **IFSMA RES 3/2009 (AGA 35) Regular Revisions of STCW**

On the occasion of the 35<sup>th</sup> AGA, the delegates of IFSMA assembled in Rio de Janeiro, Brazil noted that the fast changes of technology are asking for a different approach to reviewing and amending the STCW Convention.

IFSMA therefore urges the International Maritime Organization (IMO) to change its present approach with regard to

amending the STCW Convention by introducing any amendments only once within a five year period.

IFSMA furthermore calls upon IMO to review as necessary the STCW Convention regularly every ten years.

### **IFSMA RES 4/2009 (AGA 35) Hours of Work and Rest**

On the occasion of the 35<sup>th</sup> AGA, the delegates of IFSMA assembled in Rio de Janeiro, Brazil noted with great concern the discussion in the present STCW Revision that could lead to the introduction of a maximum period of ninety-six uninterrupted hours of work.

IFSMA urges all IMO Member States to include in this discussion the well established stipulation of hours of work and rest as mentioned in the STCW-code chapter 8 and not to deviate from this stipulation.

### **IFSMA RES 5/2009 (AGA 35) IMO Voting Procedures**

On the occasion of the 35<sup>th</sup> AGA, the delegates of IFSMA assembled in Rio de Janeiro, Brazil noted with great concern the recent developments in IMO voting procedures.

IFSMA urges the IMO to end the process of allowing the EU to block-vote with 27 votes without all 27 EU Member States being present at the meetings.

### **IFSMA RES 6/2009 (AGA 35) Maritime Resource Management**

On the occasion of the 35<sup>th</sup> AGA, the delegates of IFSMA assembled in Rio de Janeiro, Brazil noted that the introduction of a new resource management concept into the maritime industry could effectively contribute to the achievement of quality shipping.

IFSMA calls upon the Member States of the International Maritime Organization (IMO) to promote the establishment of a No-Blame Culture by introducing mandatory Maritime Resource Management Training in Part A of the STCW Code.

## IFSMA's stance and discussion on piracy at AGA



by Capt. Jerry Benyo,  
CAMM Representative  
to IFSMA  
#773-R

AGM meeting in Galveston which was: CAMM'S position is that the best strategy to prevent further piracy against US-Flag commercial vessels and their crews is for the US government to immediately provide US flag vessels with the force protection necessary to prevent further attacks. CAMM asserts that it is the responsibility of the US Government to provide the force protection necessary to ensure the safety of life and property aboard US-Flag vessels."

I followed that up with the clarification by the President of CAMM which was CAMM expects the US Navy, then, the other naval forces to protect merchant ships. If that isn't possible, then



Capt. Christer Lindvall, President of IFSMA, inside the ship simulator at a shiphandling school in Rio de Janeiro.

At about 1600 the subject of PIRACY was discussed. This was a hot topic directly related to the recent *MAERSK ALABAMA* situation off Somali. I opened this subject by stating the CAMM position from the CAMM April

an armed guard under the vessel master. Lastly training a small security force of officers and sailors of the ship and having available sufficient firepower in a locked armory, with armed patrols when in *known* pirate waters.

A lively discussion then took place. The majority of delegations were not in favor of arms aboard.

Denmark partially supported the US position in that it was stated that half their Masters favored arms aboard and half did not.

Many comments referred to the *MAERSK ALABAMA* and that it was an US Flag vessel with *one* nationality (USA) crew. A large amount of ship crews today have many nationality in the crews.

It was generally agreed that it was irresponsible to run passenger ships in known Pirate infested waters today.

So it is apparent that *today* IFSMA does not favor arms aboard.

I personally feel this attitude may change in the near future if crews start getting killed in future piracy

attacks. It was noted that with all ransoms collected, over 80 million dollars, the pirates off Somali have a large war chest for the purchase of all types of weapons. ☠



Capt. Jerry Benyo with Capt. Havelka from France.

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# Membership Application

The Council of American Master Mariners, Inc.

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

Birthplace (city, state, country): \_\_\_\_\_ DOB: \_\_\_\_\_

	Home	Business
Address		
City, State, Zip		
Email		

**Present Occupation:**

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

**Present USCG License:**

Type:	Limit:	Expiration:
Pilotage Endorsements:	Limits:	

**Original USCG License:**

Type:	Date Obtained:
Place/Institution obtained:	

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

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

**Sea-Going Qualifications:** Years of Service: \_\_\_\_\_

(Check boxes that apply. See above for key)

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

**Pilotage Qualifications:** Years of Service: \_\_\_\_\_

(Check boxes that apply. See above for key)

Vessel Served	GRT	Route(s) (dock/harbor/sea buoy)	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, 2231 NE 46<sup>th</sup> St, Lighthouse Point, FL 33064-7252.

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

Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
Sponsored/Referred by: \_\_\_\_\_

# Thank you!



## Professional Development Conference Speakers

R. Adm. William Pickevance  
CDR Hal Pitts  
Mr. Will Watson  
Mr. Chris Fakes  
Mr. David Feit  
Capt. Pete Booth  
CDR Michael Henderson



**CAMM Chapter Representatives and Members**  
Without your attendance, our debates and discussions cannot take place.  
You are essential in making The Council of American Master Mariners a productive, professional organization.



Tonka Lane received a set of 3 pewter candlesticks from the ladies as a thank-you for her hospitality (not only did she entertain the ladies during the day; she and her daughter were our hostesses in the hospitality suite) and her role in arranging many of the extra activities.



**CAMM Houston Chapter Members**  
Capt. Jack Lane  
Mrs. Tonka Lane  
Capt. Wayne Farthing  
Capt. Michael Mc Cright  
Mrs. Robbie deVries



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