



# The Council of American Master Mariners, Inc.

## Membership Application

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		
Phone		
E-mail		

**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 where obtained:	

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

- R – Regular:**  RU Unlimited Master Mariner License who 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 license who has not commanded vessels over 5000 GRT on voyages.  
 SP Second or Third Class Pilot on vessels less than 20,000 GRT.  
 S16 USCG 1600 ton Master’s license who has commanded a vessel or vessels on voyages.  
 S5 Unlimited Master Mariner License who commanded vessels of 500 GRT or more.

**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)

Date(s)	Route(s) (dock/harbor/sea buoy)	GRT	Lic. 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 46th 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: \_\_\_\_\_



# The Council of American Master Mariners, Inc.

## Why CAMM?

The Council of American Master Mariners, Inc. was founded in 1936 by a nucleus of distinguished American ship masters who felt there was need to share their expertise with other ship masters, the maritime community and the public. They were concerned with maintaining the standards and prestige of the American Merchant Marine and the ship master. They also recognized that, in a changing profession, no effective means existed to communicate their insight, gained from the unique experience of vessel command, to other Segments of the maritime society. The principles set forth in the Council's declaration of policy reflected their concerns. They are:

1. To promote an effective, efficient, prosperous American Merchant Marine which is of maximum benefit to the nation, the shipper, the mariner, the ship Owner, and the financial community.
2. To render a public service by expressing the considered professional opinions of Master Mariners regarding maritime issues.
3. To encourage and promote advances in nautical education, training standards, and the publication of professional literature for the American Mariner.
4. To cultivate an attitude of continuing education within the profession.
5. To foster an exchange of information between, and promote a spirit of friendship and common purpose among, all organizations whose members are dedicated to a strong United States flag merchant fleet.
6. To support and encourage improvements in all nautical facilities.
7. To enhance the rightful prestige of the American Master Mariner.

Several of these principles are mirrored in other maritime civic organizations. Others, such as enhancing the prestige of the master, seem embarrassingly self-serving. Why then a Council of American Master Mariners?

The answer can be found in the viability of an active, national, non-profit organization comprised of nearly 1400 member masters and pilots. In an industry undergoing rapid and dramatic technological change, constantly pressured by reduced manning programs and ever increasing punitive regulation, the need for the masters' input in shipping appropriate policies and regulations has never been greater. At the same time, with vessels that are ever larger, more complex and potentially hazardous, the ability of the ship master to control his/her destiny has need seriously eroded. A modern master has little say in the selection of his officers and crew. He is practically ignored in developing the regulations that effect his professional responsibilities and often considered too "old fashioned" or "tradition bound" to be effective in formulating progressive company policy. A modern shipmaster and/or pilot can find his views, his voice, ignored and isolated from the fast-moving stream of "progress." Yet the responsibility of the ship and its safety will never leave his side.

The voice of a single master is easily overwhelmed by the tide of change. At best, the outspoken master may be seen as an individual with a single, albeit experienced, self-serving point of view. At worst, he or she may be perceived by their employer and others as a "trouble-maker" or lacking in "team spirit" if their views do not reflect the company goals. The stand-alone, say-what-I-think master may have the courage of his convictions, but he or she is rarely effective.

The Council of American Master Mariners, Inc. offers a channel to be heard. As a member your voice is added to more than a thousand others representing all vessel types, cutting across company divisions and ignoring union affiliations. It is a voice based upon the prestige of ship command and backed by the collective expertise of over 20,000 years of maritime experience.

But was good are these voices if no one is listening? The greatest irony of our industry is that the maritime community and its regulatory agencies recognizes the importance of the masters' opinion. They sincerely wish to avail themselves of that maritime expertise, but generally have reservations in accepting such help from labor lobbyist groups or individuals. The Council of American Master Mariners, Inc. finds itself in a unique position to supply that expertise for both the industry and the public good. This was the intention of the founding members and it remains true today. The Council, representing a broad and diverse spectrum of master mariners, as well as experience, is respectfully listened to.

If you are a master mariner or pilot, you are welcome to join us in this endeavor. Our goals, as stated in the declaration of policy, remain as valid today as they were in 1936. Today the Council is newly revitalized and energized with a sense of purpose supported by the membership. It's not about enhancing your social life. It's about being heard. It's about making a difference for ourselves, the Merchant Marine, and our nation.